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AIR

Periodicals

MAY 14 1946

TRANSPORTATION

[REG. U. S. PAT. OFF.]

AIR CARGO ★ ★ ★ AIR COMMERCE ★ ★ ★ AIR TRAVEL

APRIL 1946

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Cargo is Expresso's
Middle Name

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and articles



Vol. 8 No. 4

Panagra

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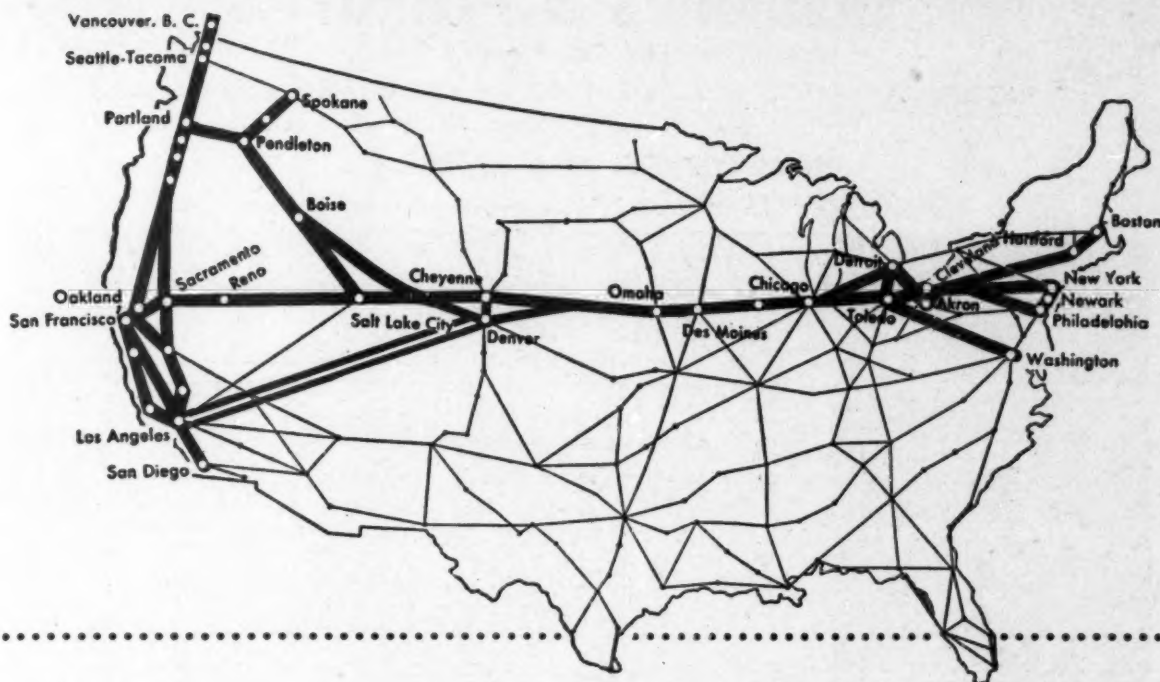
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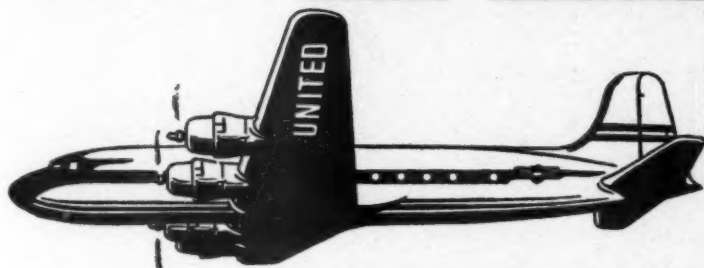
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A new commercial flight record of 38 hours and five minutes for the 8,841-mile run across the Pacific from San Francisco to Melbourne, Australia, has been claimed for a 44-passenger, all-new Douglas Sky-master of Australian National Airways.

The Academy of Time, through funds donated by the Benrus Watch Company, has made grants to a dozen American universities and colleges for special studies, during 1946-47, of the new relationship between time and air transport, which has been brought about by the tremendous progress in aircraft speeds.

Philadelphia has signed a contract with Airways Engineering Consultants, Inc., Washington airport engineering firm, for production of a master plan and supervision of the construction of an airport to care for the city's growing air services.

In an effort to reduce air mail time to and from military personnel in the Pacific area, daily flight operations from California to Hawaii, Guam, and Tokyo have been started for the Air Transport Command by United Air Lines, as prime contractor, and a number of sub-contractors. A fleet of 40 ACT Skymasters and 75 airline crews, are being used for the program.

Pan American Airways increased its Miami-Nassau Clipper schedules to eight trips daily during March, providing seats to accommodate 1,176 persons a week between the two resort cities.

Colonial Airlines' Treasury Department will occupy the quarters leased by the company at 55 Broadway, New York City, while Reservations, Communications and Space Control of the company's Traffic Department will be situated at 70 East 45 Street, in the same city.

TACA Airways System and its Colombian affiliate, Linea Aera TACA de Colombia, are now engaged in laying plans to handle the heavy traffic expected for the forthcoming Olympic Games for Central America and the Caribbean republics, to open in Bogota next fall.

Chambers of commerce and civic organizations of a similar character will in the future be permitted to intervene as parties in cases before the Civil Aeronautics Board which involve new routes and other formal proceedings. In the past, such organizations were limited to attending hearings and presenting evidence without being permitted to qualify as intervenors in their own rights.

Hugh C. Robbins and Associates, business engineers and aeronautical consultants, representing manufacturers of specialized aircraft equipment, have moved their offices from Troy, Ohio, to the American Building, Dayton, Ohio.

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No. 4

AIR TRANSPORTATION

[REG. U. S. PAT. OFF.]

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1946

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THE COVER—Whether it's North, South, East or West, the airplane—"ambassador of world trade"—is within quick reach. This picture highlighting the flight of a Lockheed Constellation is reproduced through the courtesy of the Wright Aeronautical Corporation, manufacturer of Wright Aircraft Engines.

JOHN F. BUDD, Editor and Publisher

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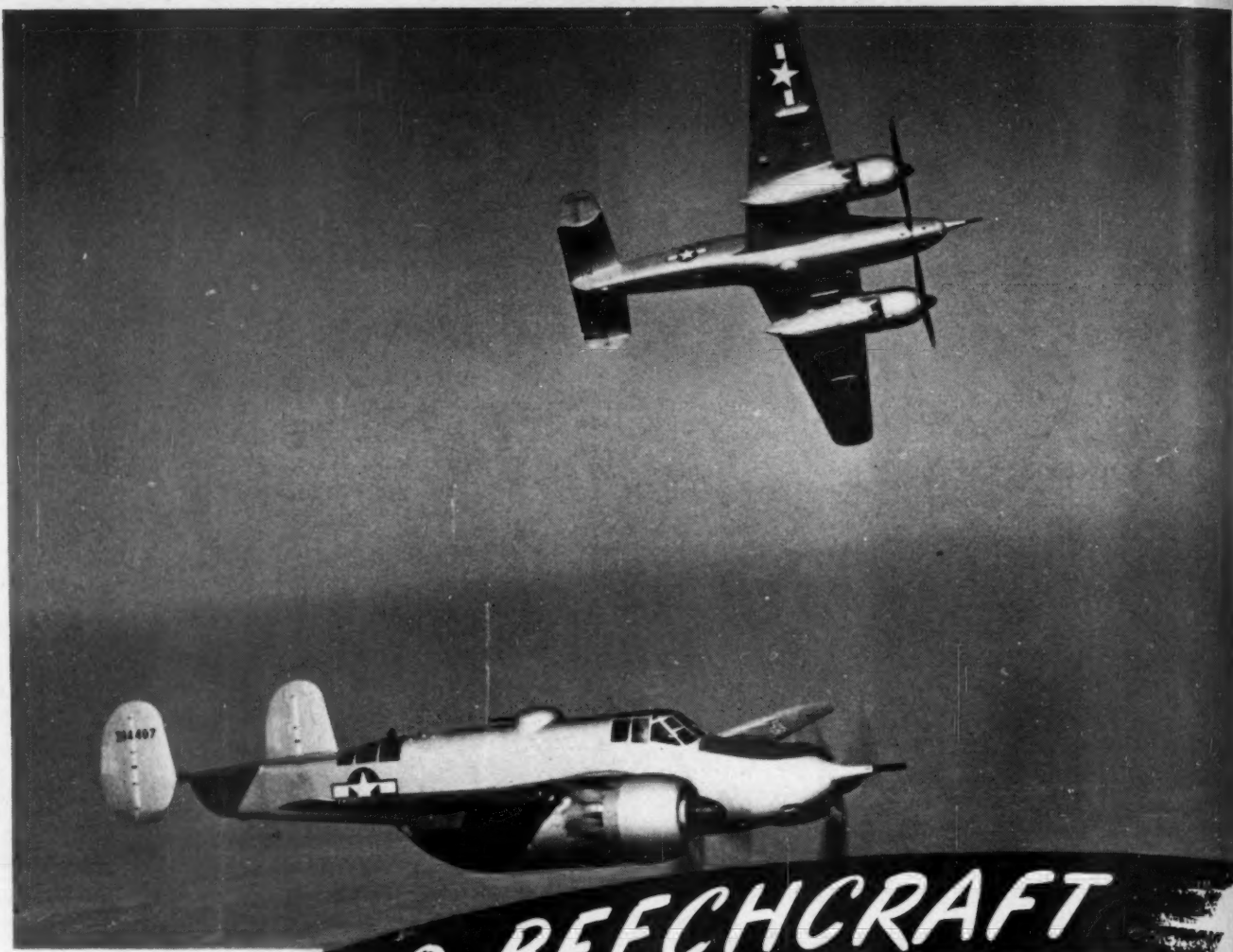
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Mid-West Representatives:
WYATT MACGAFFEY and
F. R. JONES
225 North LaSalle St., Chicago, Ill.
Phone: STate 5898

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Pilot and gunner make up the crew of Beechcraft's hard-hitting, pursuit-speed XA-38 Destroyer plane. Delayed by lack of availability of engines until too late, it never reached mass production. Affectionately called "Grizzly" by the pilots who flew it, the XA-38 has exceptional maneuverability, takes off and lands in an area considerably smaller than needed by other airplanes of comparable size.

THE XA-38 BEECHCRAFT, shown here, never reached the volume production stage. However, the prototype units proved it to be an exceptionally well designed airplane, not only in its military characteristics, but also in its flying and handling characteristics.

Like other Beechcrafts, it has a wide range of usable speed, the stall occurring at almost exactly one-fourth of the top speed obtainable at 5,000 feet altitude.

It is equipped with a Beech-designed thermal deicing system built into the flight surfaces.

Its maximum gross weight of more than 18 tons, its exceptional performance and advanced engineering features prove once again the ability of the Beech organization to design and build airplanes of the topmost rank in any category and for any purpose. The same organization that created the XA-38, and other and better known Beechcrafts, is readying new designs for civilian use.

The first, to be presented in the Spring of 1946, will be an all-metal four-place Beechcraft to sell in the medium price class. Details will not be announced until this new Beechcraft is fully flight tested and has proven itself to be a superior airplane, worthy of the Beechcraft name.

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WICHITA, KANSAS, U. S. A.

Midland, U. S. A.

By HARRY R. STRINGER

Vice President, All American Aviation, Inc.

THERE is very little short-haul air transportation in this country today as the term is popularly understood. More than that what we have has been steadily diminishing, although there are many people who are standing around waiting for the chance to provide it. This being the case, the consumer of short-haul air transportation actually is a rare specimen right now. Potentially, however, his numbers are legion. For that reason, perhaps, I can best discuss the subject from the viewpoint of the potential customer.

Permit the writer to assume that as a potential user of short-haul air transportation, he is a resident of Midland, U. S. A. Midland is a typical American city, no different from the thousands of other communities of the country with a population of 5,000 or more which do not have air transportation facilities. The population of Midland is between 50,000 and 60,000 and the citizens are part of that group of 100,000,000 in this country who do not have the benefits of air service. Our community is progressive and it is growing. New industries have been located in our town and inquiries from others interested in locating here reach us daily. It is expected that these will increase as the trend toward decentralization of industry increases. Midland has a lot of advantages to offer industry, but the Midlander knows that if the community is to hold what industries it has and attract new ones, the town must be able to offer them the advantages of air transportation.

Just because our town does not have air service does not mean that we don't know anything about short-haul air transportation. We do, because we see it flying over our heads every day. Our misfortune is that we have to study it from a distance from between 3,000 and 6,000 feet, which makes all of us very mad.

What we want to do is bring that service down where we can make use of it. Our citizens appreciate the tremendous value of air transportation for travel, air mail, air express, and pleasure, and we are just a little envious

Midland is a typical American town with full awareness of its stake in the Air Age. Building an airport does not solve the problem. There's more to it than that.

of our neighbors who live in an air terminal city not far away and have all these benefits. We all know that it pays to fly. The growth of our commerce always has been paced by the fastest method of travel and communication. Most commerce is highly competitive which has been intensified by the advent of the airplane, and the business men of our town are at a serious competitive disadvantage with the industry and business of other towns which have air service. They are worried about it.

As I said before, we know a good deal about air transportation. We have learned a lot from the experience of other cities which are in the same situation. We know that we will need a good airport, but we don't know the

kind of airport to plan. The city fathers of our town, while progressive and liberal in their attitude toward aviation, are not spendthrifts. They do not propose to sink a lot of the taxpayers money into a big airport far beyond our immediate future needs, nor do they want to be short-sighted about the proposition.

The experience of one of our neighboring towns in getting air service has been a great lesson to us. I happen to have lived in this town at the time, so I can write freely about it.

One day a representative from one of the major airlines appeared and arranged a great civic rally in behalf of air service. He told us that inasmuch as his airline was flying almost directly over us, the city might as well be a stop. All we had to do was to build a suitable airport.

He sold us the idea and the city council appropriated a substantial fund to build the airport. Our Congressman in Washington got the Government to help out a little. It cost a little more than we had anticipated—\$4,000,000 was the total bill—because one of the things we had to do was to scrape off the top of a small mountain. But such a little thing did not stop us.

One day the airport was completed, and we opened it with a great celebration at which there were many distinguished guests. The airlines sent over two or three vice presidents to tell us what they were going to do for us. Everything was just dandy and everybody was steamed up. But then we had a fine airport, and still we had no service. Meantime, our city officials, members of our Chamber of Commerce, and others, conducted elaborate surveys—counting hotel registrants, telephone and telegraph messages, gas meters, and a lot of other items—and had gone to Washington to present all this information to the Government as evidence of our great need for air service.

Just to make our story more impressive, we hired a couple experts to help us out. All of this cost more money and time, but after we had sunk \$4,000,000 in the airport a few more



Harry R. Stringer

thousand didn't matter. Finally the case was completed. I suppose we spent the better part of a year in its preparation. Then we sat back to await the outcome.

Finally—a year later—the Civil Aeronautics Board announced its decision. *We won!* We were made a stop on a big airline! That was another great day in our history. Bells rang, whistles blew, the mayor put out a big statement to the press, and the Aviation Committee went out and got drunk! At last, we were on the air map!

We started planning another celebration for the day when service would be inaugurated, but we never could get a definite date out of the airline. They would give us a tentative date when we became a little insistent, but something always intervened to postpone it. This ring-around-rosy went on for some time, and a lot of our citizens were getting just a little disgusted with the whole deal when finally the date was definitely set and service was inaugurated. And this is the service we got: Two schedules a day! . . . One eastbound at 10:50 p. m., and the other westbound at four o'clock in the morning.

But this is not the end of the story. Not long afterward the airline notified us that it planned to use larger airplanes, our new airport was too small to accommodate these bigger ships, and we would have to extend our runways or lose our service. Of course, the schedules still operated at such hours that most of the people in the town didn't know we had air service; but once more we dug down in the taxpayers' pocket and got enough money to extend the runways in order to preserve the service. That was when they went from DC-2s to DC-3s.

I was over there the other day and they are still having the same trouble. Now the airline is changing to C-54s or *Constellations*, and our neighbors must once more enlarge their airport if they expect to keep their service. But these neighbors are hardy folk. They are getting out their picks and shovels and they are going to knock down a couple more mountains to do it. They would build a runway all the way across the state if they had to.

This is not an isolated case. I could cite many others. Offhand, I recall one where another small community wanted air service. A trunk line and a new local line applied for it as a stop. As the trunk line was flying practically over the city, it seemed obvious that they could provide the service cheaper than a new carrier and the trunk line got the stop. Operations were started in due time on the



DOUGLAS SKY-MASTER—The people of Midland learned that when bigger planes, like the four-engine Sky-master, were put into operation, they had to enlarge their airport.

basis of two flights a day both between 11 and 12 o'clock in the middle of the day. Unsatisfactory as the schedules were, the community developed considerable traffic; but it received a body-blow one morning when the airline announced it was suspending the service because of field conditions.

In this case, the airport was too small. Now the airline knew all about that field when it filed its application to make the city a stop. No mention was made at any time that it was inadequate. Use of larger equipment was not involved. You can't blame the community, if, under the circum-

stances, it was a little skeptical of the airline's excuse. A complaint was made to the Civil Aeronautics Board, but nothing was ever done about it. At least, service there is still suspended.

I mention these two cases to illustrate the difficulties with which small communities must contend in their efforts to obtain air service. It is slight wonder that after experience of this kind, small communities are becoming discouraged in their efforts to get air transportation.

In Midland, we do not intend to make this same mistake if we can possibly avoid it. First of all, we are not going to build a big airport that we don't need. Nor do we intend to be constantly faced with the threat that our service, when we get it, will be suspended when the airline decides to operate faster and larger equipment. We do not intend to be forever expanding our airport facilities to accommodate bigger airplanes. It is our opinion that air service should be patterned to fit our needs.

This brings up the question of whether our air service should be provided by existing major carriers, or whether it should be provided by new carriers who want to concentrate on the development of this field. The skip-stop, which is the device used by the trunk lines in adding local stops, is not satisfactory because it does not give the community the local service it requires. My personal attitude on this issue can best be expressed in a few words, which I saw a short while ago in reading Public Counsel's Brief in the Great Lakes Area case. On this point Public Counsel had this to say:

"Historically, then the certificated carriers have shown only a casual interest in developing traffic from the smaller communities, and appear little better qualified than the new operators to conduct the feeder experiment."

The Author

Harry R. Stringer, vice president of All American Aviation, Inc., Wilmington, Delaware, has been in charge of traffic, advertising, and public relations of the nation's only air pick-up service since March, 1939, and has had an important part in All American's growth from a service operating 2,080 miles daily over two experimental routes including 58 communities in Pennsylvania, West Virginia, Ohio and Delaware, to a scheduled operation of 5796 miles daily over five permanent routes, embracing 118 communities in six states.

Stringer is former chairman of the Air Transport Association Cargo Committee and is chairman of the Traffic Committee-Air Express. He is a director of the Feeder Airlines Association, having served as first president of that organization, and is a national councilor of the National Aeronautic Association.

Prior to joining AAA, Stringer was chief of the Public Relations Department of the Maritime Commission, and secretary of the War Savings Division of the Treasury Department. He was also a member of the National Code Authority of the Soft Drink Industry under the NRA. An author of two volumes on Army and Navy decorations and books on the Federal Home Owners Loan Act, the Federal Social Security Act, and Federal Income Tax Laws, Stringer was a former editor and Washington correspondent.

I agree with that statement 100 percent. Further, it is my opinion that the major carriers having specialized in longhaul service, are not psychologically equipped to provide local service.

Now as to the kind of service our citizens want.

First of all, we want frequent schedules to our principal marketing centers, where we can also make transcontinental connections, and to nearby points with which we also trade. One or two flights a day in the middle of the day or the middle of the night will not be sufficient. If that is the only kind of service we can expect, we might as well forget the whole idea and stick to the day coaches, bus lines, and the automobile. As to equipment, we know that the type of airplane that will be required for local service has not yet been developed. This is unfortunate because it precludes any intelligent planning. It is not the fault of the aircraft manufacturers. Very obviously and very justifiably, these manufacturers aren't going to invest large sums in developing an airplane for local operation until they know what the market potential is. That can only be done when the CAB gives the industry some idea as to how far it plans to go in the development of local service and the certification of new carriers.

The greatest asset of air transportation, of course, is speed. However, it has many other attractions, among them the high standards of service which have been established by the airlines and its cleanliness and comfort as a mode of travel. To many people these things are more important than speed, and that will be especially true in local operations where



AIR TRADE NECESSARY—The author stresses that the citizens of Midland want frequent schedules to principal marketing centers, "where we can also make transcontinental connections and the nearby points with which we also trade." Scenes like the one above are desirable.

stops will be close together, making it impractical to utilize high speed aircraft. Many plans have been advanced for operating local service, all of them aimed at cutting local ground costs. Some of these plans involve the elimination of local reservations facilities and personnel entirely, the idea being that the air passengers could get out to the field the best way possible and catch a plane the same as he catches a bus, buying his ticket from the flight attendant on the plane.

I do not think that this plan will work. Maybe I've been spoiled by trunk line travel, but if I am going to take a trip in Midland I want to be sure when I get to the airport that I will have a seat on the airplane. I am not going out to the airport and take my chances in getting on, and if I fail I am not going to wait around an hour or more until the next plane comes through—and still have no assurance that I will get a seat. In my opinion, local facilities for making reservations and for the transportation of passengers to and from the airport will be essential. These facilities need not be elaborate and undoubtedly certain economies and simplification of present practices can be effected. I realize that this is going to be a very important element in the cost of the operation, and perhaps in the beginning the volume of traffic may not justify the expense; but I am confident that in the end it will pay dividends.

Right along this same line, some prospective operators are planning what I would describe "flying bus lines." I do not think this type of operation will be successful either. I think that in the interest of economical operation many of the frills of trunk line travel to which we have become accustomed can be dispensed with on short-haul routes. Probably hostesses will not be needed, and we can throw out the electric razors and the hot coffee; but I do think the planes will have to be roomy, the seats comfortable, the baggage space adequate, and the interiors clean and attractive.

I certainly do not intend to ride in planes with bucket seats, or even with seats installed like a trolley car. I want to look out the windows at the scenery—not stare at some sourpuss across the aisle during the entire trip. Maybe I would put up with such things in an emergency, but not as a regular diet. And let me tell you that the women are going to have a lot to say on this score—and they will be a big customer of air transportation in the future. While I have learned the folly of trying to speak for the opposite sex, I will risk the observation that they



THROUGH THE WINDOW OF A CONSTELLATION—"I want to look out the window at the scenery," says Mr. Stringer, "not stare at some sourpuss across the aisle during the entire trip."

will not put up with any "flying trolley cars."

So much for passenger service. But short-haul air transportation offers additional commodities in which I am vitally concerned as a consumer. These are air mail and air express service.

Although we have no direct air service, our town already dispatches and receives a large volume of air mail. Perhaps we haven't stopped to realize it but most of the money that our citizens are spending on air mail is largely wasted. Our town is about 30 miles from the nearest air terminal. Mail received at that air terminal overnight reaches us by rail 24 hours later. The air mail that we dispatch is subjected to the same delay in reaching the air terminal for transfer to its destination. This makes the air mail service practically meaningless to a community in our situation. Mail would move just as fast under the circumstances if sent all the way by rail. This kind of service is very disturbing to our businessmen because it aggravates their competitive disadvantage with cities which have direct air service. The delay of a day which we are now experiencing in our air mail service frequently means the loss of a profitable order.

The same situation applies to air express. If we had direct service, there is no doubt but what our shippers would make good use of it. This handicap could be quickly overcome if we had air pick-up service. This system has brought direct air service to the door of every community regardless of its size. Because it involves no expense to the city in building and maintaining an airport, it appeals tremendously to our citizens, especially those who use the air mail, and they far out-

(Concluded on Page 40)

Report

on INTERNATIONAL AIR CARGO

ONE hears a great deal about international air travel as an important factor in bringing about better understanding among nations. But what is lacking is sufficient stress on the fact that the international transportation of cargo by air will be a tremendous economic weapon in cementing peaceful relations.

Today, commodities ranging from foodstuffs and wearing apparel to drugs and machinery parts, are being flown to and from the United States, particularly to Latin America where air traffic has made impressive strides in recent years.

Figures compiled by the Air Transport Association of America disclose that an estimated 8,336,000 ton-miles of international air express and freight were chalked up during the past year, 6,934,065 of which were reported in the first 10-month period.* In the United States alone last year, 324,461 airborne shipments consigned to foreign countries were air expressed to export points at Miami, New York, Seattle, New Orleans, Fort Worth, San Antonio, Los Angeles, San Francisco, Laredo, Brownsville, and El Paso.

The international air express figure, which is only a segment of the total amount of cargo flown overseas, represented a 30.5 per cent rise over the 248,541 shipments reported in 1944. Revenue derived from the 1945 international air express traffic came to \$1,499,947—a gain of 41.2 percent over the \$901,000 in charges paid by export shippers the previous year.

During the first six months of 1945, one international air carrier flew 1,668,801 pounds of express and mail over a distance of 2,555,995 miles to show a 26.5 percent gain over 1944 when the poundage exceeded 2,000,000, in addition to its operations under military

contract. Another airline's overseas express service for the first three months of 1945 totaled 4,523,181 pounds and 3,625,412 pounds of international air mail.

Now go back to the January-September period in 1944. Express ton-miles flown between the Americas alone showed an increase of 79 percent as compared with a 22 percent jump in passenger traffic. The number of pounds of cargo carried for the same period amounted to 4,192,970—a gain of 26 percent over the 3,324,574 pounds flown during the corresponding period in 1943.

A pioneer United States overseas air carrier which began operations 18 years ago with a mail route between Key West and Havana, and subsequently expanded its services throughout Latin America, north to Alaska, across the Pacific to Manila, Hong Kong, Singapore and Auckland, and over the Atlantic to Southampton, Marseille, Lisbon, and Leopoldville, flew 49,345,000 pounds of cargo, military and civilian, over its nearly 100,000 miles of routes in 1943.

Growth of commercial international air cargo is manifested in the cargo log

of Pan American Airways for the years 1938 through 1941, when compilation of these records was discontinued for the duration of the emergency. During the four-year pre-war interim, the figures leaped from 474.71 tons to 1,011.82 tons—an increase of over 53 percent.

The average length of journey of the commodities flown overseas during the period went up from 562.18 miles in 1938 to 718.71 in 1941—a mileage jump of nearly 29 percent.

With three United States-owned airlines already engaged in transatlantic operations, plus those reaching Canada and Mexico, and still others bidding for transpacific and transcaribbean routes that are expected to be opened or extended soon, it stands to reason that as overseas routes expand an air-minded American industry will blaze new trails to international markets.

Indicative of this is the fact that during the past year air express export traffic was more than twice that of imports, coupled with recent drastic reductions in international express rates, running from 10 per cent throughout the Central and South American areas to 42 percent over at least one transatlantic route.



HEAVY CARGO—Pipe being loaded into a Panagra cargo plane for rapid transportation to a mountainous area in South America.

* See January, 1946 issue of AIR TRANSPORTATION.



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FLY YOUR CARGO—A typical load shipped via Air Express Division of the Railway Express Agency. Last year some 8,336,000 ton-miles of international air express and freight were recorded—and this is just a drop in the bucket compared to what the near future will bring.

The 19 domestic major airlines are also expected to play an increasingly important role in overseas air shipments in the future. Where many commodities were forced to be moved to points of export by surface transportation during the war, space is, or shortly will be, available over the 67,000 miles of domestic air routes at greatly reduced rates.

Among perishable items winging their way to foreign markets on an increasing scale are magazines, newspapers, and other printed matter. Only recently one nationally known weekly publication announced that it was speeding up its Latin American edition of 44,000 copies via air express.* The issue, printed in this country, will go on sale north of the Equator at the same time it hits the American newsstands. Those flying south of the Equator will be in the hands of Latin readers on the issue-date.

Clothing long has been an important item with the populace of Latin America. One American men's hat manufacturer has exported \$100,000 worth of hats by air in recent years. Other wearing apparel, notably fashions in-

*See *How Time Flies* in the January, 1946 issue of *AIR TRANSPORTATION*.

volving women, goes to market regularly by air, which reduces inventories to a minimum.

Emergency shipments such as drugs and biologicals, dental work and supplies, furs, gems, and precious metals are also flown overseas regularly. Turnover of investment is an important consideration in many of these products, including expensive gift items usually sold during holiday periods, an overstock of which might easily prove a costly investment.

While baby chicks and other odd items have been winging their way to American countries for some time, the demand for them is expected to increase—just as shoppers in this country are beginning to look forward to exotic fruits and flowers. Seafood and boned meats are other articles being flown successfully on an international scale.

Machinery parts vitally needed to keep various industries operating in foreign countries also have come to the rescue of operators via air, among them being the Shell Company of Ecuador which contracted for the transportation by air of 1,000 tons of oil well drilling machinery and equipment from their base camp and airfield at Shell-Mara

in Ecuadorian Orienta to their field headquarters in jungle-bound Arajuno.

An unusual shipment by air involved 2,000 leeches flown from Lisbon to New York for distribution to drug stores throughout the country for medicinal use in the treatment of blood circulation ailment. Known American species are not suitable for this purpose.

Three billion units of penicillin, comprising 30,000 vials weighing 3,000 pounds, were flown at one time to Sao Paulo, Brazil, several months ago, following an urgent call. Since that time additional thousands of pounds of that and other drug products have made their way across sea to lend medical aid to neighboring countries.

Some of the more unusual shipments transported by air in the past to and from the United States included toads assigned to Florida sugar cane fields to destroy harmful parasites; a half-million fertilized fish eggs to stock famous Lake Titicaca, highest navigable lake in the world, located in Southern Peru; and veterinary vaccines, vitamin concentrates, serums, and other life-saving biologicals used in the treatment of both humans and animals in Central and South American countries.

The largest single shipment by air to date was that of 35,000 pounds of mica and tantalite transported from Brazil in December of 1943 in a Navy *Mars*. While not a civilian commercial movement, the flight went far toward proving the feasibility of huge air shipments in future years.

To step up the export and import of hundreds of potential air-borne commodities, American-owned airlines operating overseas routes are constantly upping their cargo space as well as adding exclusive all-cargo plane service along their respective routes. Three such all-cargo flights to and from Latin America were launched several months ago, bringing to 10 the number of weekly flights. Two new weekly cargo schedules were also put into effect between the United States and Buenos Aires, Panama, and San Juan, in addition to two weekly flights between Brownsville and Panama.

A total of 118 flights were also added to Latin American schedules of one international airline, practically doubling service as weekly flights to Venezuela were increased from 16 to 26; to Colombia, 16 to 24; Miami to Havana, six to 14; Miami to Rio de Janeiro, 16 to 22; Guatemala to Mexico City, 14 to 28; and from Miami to Merida, Mexico, upped to 14.

These additional flights are indicative of the great progress which has been made by air transportation, particularly air cargo, in Latin America, whose airways network more than doubles the domestic routes of the United States. Pounds of air cargo transported over the entire Latin American system five years ago was six-and-one-half times greater than that in this country for the same period.

This is explained in part by the insuperable terrain and water hazards faced by surface transportation facilities there. As a consequence, airline mileage in 13 of the 20 American republics already exceeds that of the rail-



LEECHES FROM PORTUGAL—Part of an air express shipment of 2,000 Portuguese leeches flown to this country for distribution to drug stores.

road systems. Typical examples of the impressive advantages offered by the plane is borne out by the fact that the air schedule from Buenos Aires to Rio de Janeiro is seven hours as compared with six days by surface travel; from Rio inland to Asuncion, the neighboring capital of Paraguay, is 10 hours by air and 10 days by surface.

For the five-year period, 1937-41, 93,000,000 pounds of express and freight were flown to Central America alone, while air cargo operations in Colombia for the 10-year period, 1932-41 inclusive, amounted to 77,638,000 pounds.

Similar gains in air cargo operations in European and other countries may be expected as air carriers gear their equipment to meet peacetime demands of areas which were ravaged by war, but will rise again in international commerce in the next few years.

Fragile or perishable articles which in the past were not possible to ship by air from one country to another because of high rates and limited cargo capacity, will be carried in greatly increased numbers and at lower rates. This is expected to create more trade between the United States and other countries than has ever existed.

Officials express belief that the day is not distant when every airline engaged in overseas service will put "flying box-cars" into the air on a general scale.

NEA-PCA Plan to Merge Wins Approval of Stockholders

Stockholders of both Northeast Airlines and Pennsylvania-Central Airlines have approved an agreement of merger. The plan, under which NEA and PCA will combine routes and equipment, now awaits approval of the Civil Aeronautics Board. Directors of both airlines recommended the merger to stockholders on November 9, 1945.

Control Areas Recommended By Air Conferees at Dublin

Findings of the Dublin conference on North Atlantic air routes, held under the auspices of the Provisional International Civil Aviation Organization, will be taken to the interim council in Montreal for final approval. If approved by the council, safety procedures will be standardized not only in the Atlantic zone, but, with possibly slight regional modifications, in all the other nine zones in which conferences will be held during the coming months.

It has been recommended that the North Atlantic control area shall extend to the Arctic Circle on the north, touching the westernmost limits of the European zone in the east. On the west, it will run along the coasts of Labrador, Newfoundland and the United States, with the 30th parallel north as the southern boundary.

The establishment of seven control areas within these boundaries are also asked: Iceland, with headquarters at Reykjavik; Stavanger, with headquarters at Sola; Shannon, Prestwick with headquarters at each base; Lisbon-Madrid-Casablanca, with headquarters in each of the cities; Azores, with headquarters at either Lagens or Santa Maria; New York, with same as headquarters; and Moncton, Canada, with the base in that city.



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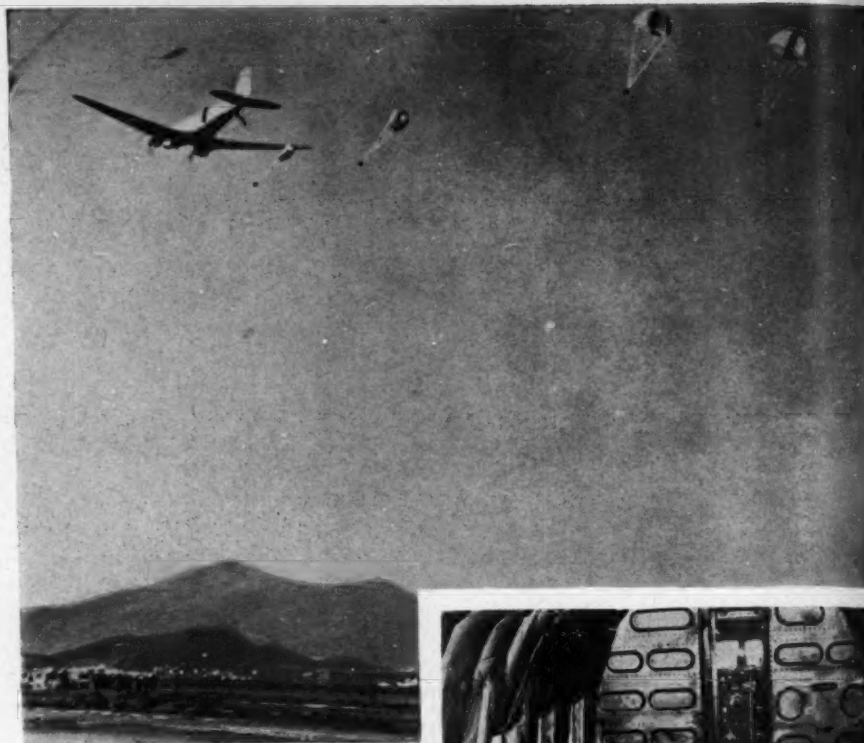
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THERE'S GOLD IN THAT SILVER—Part of the silver tableware and baseball parachutes stowed in a National Sky Freight Corporation Skytrain. Total cargo weight was 2,200 pounds, valued at \$30,000.

POISED FOR THE DROP—Lieutenant Colonel L. O. Rucker about to eject a 30-pound box of silverware. Seventy boxes were borne safely to earth by General Textile Mills' baseball parachute.

HERE THEY COME—Cargo 'chutes open and float to the ground as the Skytrain makes the first of two runs over San Francisco Municipal Airport.



PARACARGO EXPRESS

AIR CARGO took another bound forward when a *Skytrain* chartered from National Skyway Freight Corporation by Wallace Silver-Smiths, of Wallingford, Connecticut, flew coast to coast, dropping off 70 boxes of silver table settings at 16 cities. The cargo, worth \$30,000, was in each case 'chuted to the ground with the aid of General Textile Mills' new so-called baseball parachute.

The flight was the first routed commercial parachute express in aviation history, and it served a list of cities beginning with New Haven, and extending through New York, Newark, Philadelphia, Pittsburgh, Cleveland, Detroit, Chicago, St. Louis, Atlanta, Memphis, Tulsa, Dallas, San Diego, Los Angeles, and San Francisco.

Under the supervision of Lieutenant Colonel L. O. Rucker, former parachute chief of the Office of Strategic Services and currently with General Textile Mills, the express run bucked winds up to 60 miles an hour; but these failed to complicate the dropping operations. Using static lines, Rucker in each case spotted the parachutes in the designated area.

At Newark, tower instruction called for the cargo to be dropped on a rain-inundated part of the airport. None of the merchandise was damaged, as the cartons were of the waterproof variety. Ten parachute loads, 30 pounds each, were dropped at San Francisco Municipal Airport. Two passes were necessary, the second one spotting its load directly on those discharged.

The parachute express run had been planned for a three-day schedule. This was tightly maintained at an average speed of 160 miles an hour. It was pointed out that good cooperation from airport control towers was a favorable factor.

According to the manufacturers of the baseball parachute, a large publication has undertaken to test the 'chute as a means of delivering its weekly edition to local distribution points lying between the printing plant in the Midwest and large West Coast cities. These local points, which are described as sizable towns, are bypassed by the major airlines. Transshipment from the nearest major airport causes a full day's delay.

The Freight Forwarder and AIR CARGO

By COLONEL L. H. BRITTIN

Director

Edward S. Evans Transportation Research

THE Edward S. Evans Transportation Research, which has its headquarters in the nation's capital, has been conducting a survey in the metropolitan New York area in order to determine what, if any, traffic potential exists there for air cargo carriers. One of the fascinating facets of the survey has been our contact with the freight forwarders. Apparently, there are a number of shippers in the New York area who send a multitude of small units. These shipments sometimes move by air express; they more often move by rail. If they are transported by rail, it is customary with the shippers to use the services of a freight forwarder.

We, therefore, approached the freight forwarders in the New York area to determine what part of their shipments were likely to move by air. It was found that the business of freight forwarding is a rather closely knit industry in New York. We also learned that many freight forwarders would send some shipments by air if they could.

Up to this writing, we have contacted 38 freight forwarders in this area. According to the Interstate Commerce Commission, there are only 100 freight forwarders in this country who are engaged in interstate commerce. It is reasonable to assume that the 38 New York forwarders are fairly representative of the business as a whole.

The freight forwarders of the United States are an important element in the transportation field. In 1944, for example, freight forwarders accounted for 4,500,000 tons of freight—all of which were small-quantity freight. They handled about 18,000,000 different shipments during that year, and the average weight per shipment was 500 pounds.

In the last 15 years, freight forwarding has become an accepted and integral part of our national transportation system. Their services consist of lower rates and expedited service, and they are just as essential to the shipping public as the landing gear on aircraft and the wheels of locomotives.

To the carrier, the freight forwarder

bears the relationship of a shipper; to the shipper the freight forwarder bears the relationship of a carrier. According to the Congress, a freight forwarder is any person, other than a regular carrier, who holds himself out to the general public to transport or to provide transportation of property for compensation, and which, in the ordinary course of its undertaking

(1) assembles and consolidates shipments of property; and

(2) assumes responsibility for the transportation of the property to its destination; and

(3) utilizes, in such transportation, the services of a rail, motor, or water carrier.

The business of freight forwarding exists because of difference in the rates charged for various sized shipments.

Railroads and trucks, almost invariably, charge higher rates for the transportation of small quantities of freight than for the same kind of freight hauled in carload quantities. This is because of the greater expense involved in handling less-than-carload shipments. Even in very small quantities, the rates fluctuate. To ship 10 pounds between New York and San Francisco by rail costs \$1.45, but a 20-

pound shipment costs only 50 percent more, instead of twice as much.

The difference between the carload and the l.c.l. rate gave rise to the business of freight forwarding. The freight forwarder consolidates into one load the small shipments of a number of companies. The forwarder pays the carrier the carload rate on the shipment and charges the shipper less than the l.c.l. rates posted by the carrier.

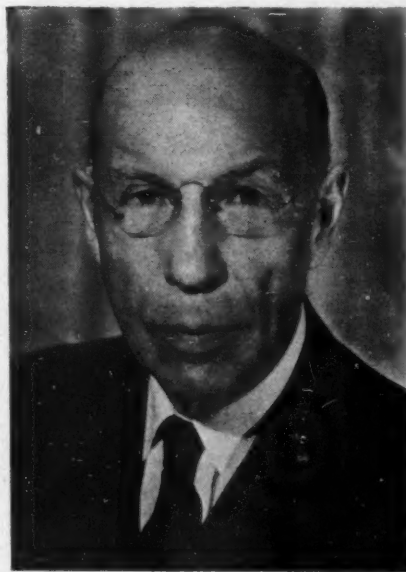
In the course of his business, the forwarder performs certain preliminary operations of collecting and packing goods for shipments, loading, assorting, gathering, routing, and arranging shipments in load order or consignee order. At the destination he performs additional services of planning and coordinating the arrival schedules of one form of transportation with the departing schedules of the same or different forms of transportation, and, in general, doing all things for the carrier, just as if the forwarder were performing the actual transportation of the merchandise shipments.

In all of these operations, the forwarder, so far as the public is concerned, actually substitutes himself for the carrier. He performs a public service in his operations; he transports l.c.l. shipments at rates lower thereby saving money for the shipper than the carriers' published tariffs, and the consignee. In addition to this saving in transportation charge, the freight forwarder expedites the shipments, by choosing the fastest routes and effectuating delivery at the destination.

Freight forwarders have utilized motor, rail and water carriers in rendering their services. To date, they have not used air carriers. Various reasons have been assigned for their failure to use air services.

Mr. A., a prominent forwarder in New York, stated that he did not plan to use air service because he felt the Civil Aeronautics Board was not interested at this time in considering the applications of freight forwarders.

Mr. B. claims that the present airline companies do not understand or attempt to understand "freight" as such. He says the airlines claim to be freight handlers when actually they are just "package" expressmen.



Colonel L. H. Brittin

Mr. C. says that he wants less promises from the airlines and more action before he will consider air service.

Mr. D. says he will not use an airline because there is no planeload rate.

Mr. E. is worried about the legality of the service, and the way in which bills of lading would be written.

Mr. F. would like to be able to use air service because he would then be able to engineer specially every transportation problem. According to him, present air cargo shipment is not entirely suitable.

Mr. G. thinks air cargo rates are too high.

Mr. H. has filed an application with the CAB for a certificate to engage in freight forwarding by air.

Mr. I. says he would ship a considerable amount of freight by air if the airlines would allow him the same 1¼ percent commission which ocean steamship lines pay him.*

All of the forwarders indicated that air service would be useful, if the rates were not too high.

The garment industry is an important user of the freight forwarders' services. Following are some facts and

*Mr. I. is apparently a foreign freight forwarder. Last October, AIR TRANSPORTATION broke the story that TACA Airways had agreed to pay brokerage of 7½ percent to foreign freight forwarders.



AIR CARGO BY THE TON—Interior view of an American Airlines Airfreighter. Air cargo is growing by leaps and bounds, and long furtive questions in relation to airborne freight are now coming out into the open. Not the least important question is that of the place of the freight forwarder in air shipping.

figures from *Trends in New York City Clothing Industry*, by Drake and Glasser:

There are 2,176 "regular factories" engaged in the manufacture of womens' dresses in New York City. This does not include some 1,753 "contract factories"—a total of 3,929 in all.

The "regular factories" employ 57,100 wage earners who turned out dresses valued at 695.3 million dollars in 1937. This represents about 82 percent of the total dress manufacturing business of the United States. These "regular factories" manufactured in 1937 178.4 million dresses.

About 125,000 different styles were produced in 1939.

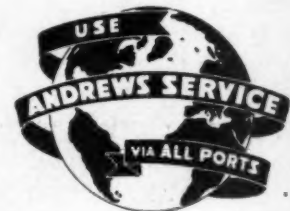
With an initial investment of \$10,000 a manufacturer can do a gross business of at least \$75,000 a year.

The ability of the dress manufacturer to produce in large volume over short periods, makes it unnecessary to accumulate large stocks or to forego rapid changes in style.

Obviously, the better grade unit-priced dress industry, in its size and physical characteristics, offers an attractive opportunity for air freight. The question is: *What can scheduled air contract carriers do to get this business?*

Most of the garments are moved by freight forwarders, although some are shipped via rail express. The more expensive categories of clothing seem to be easily adaptable to transportation by air because of the style factors involved. I am informed that some purchasers of ladies' dresses will pay a

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good deal extra because the dress they buy is the "first of its kind in town."

In New York there are some manufacturers who turn out a large number of small shipments. The manufacturer may use the air express service at rates of over 50 cents per ton-mile; or, if that tariff is too high, he must turn to the freight forwarder. If air cargo carriers could properly use the services of the freight forwarders, a considerable amount of freight might be generated.

We have not, in our survey, attempted to explain how such services can be utilized by air carriers. Because the freight forwarder seems to be involved in the present methods of shipping many air candidates, I have devoted some attention to the subject.

Back in 1930, the freight forwarders were doing a rather brisk business with motor carriers. By peculiar interpretations of the law, however, they were prevented from establishing joint rates with motor carriers.

Congress corrected this situation in the Freight Forwarding Act. That act, however, is limited to freight forwarders who utilize the services of a carrier by rail, highway or water. Congress has not undertaken to define the position of the freight forwarder with respect to *air transportation*.

Perhaps the best way of illustrating the position of the freight forwarder today with respect to aviation is to refer to a very pertinent CAB decision.

The Universal Carloading and Distributing Company, which is a freight forwarder, decided to utilize air transport in the provision of its forwarding services. A subsidiary—Universal Air Freight—was formed. Universal Air Freight consolidated for shipment by

air the individual loads of many shippers. It charged less than the regular air express rate, but more than the quantity air express rate. It sent the consolidated shipment by regularly certified air carriers, and distributed the cargo to the consignees.

The Supreme Court had uniformly held that in his relationship *with the carrier*, the freight forwarder was a shipper. The Civil Aeronautics Act said nothing about freight forwarders. Consequently, Universal Air Freight considered itself to be a shipper—not an air carrier.

Universal Air Freight's activities were investigated by the CAB. The Board found that the company was accepting shipments from the general public; that it agreed to and did arrange to transport property by air. CAB held that these circumstances made Universal Air Freight an air carrier because the term air carrier means any common carrier which engages in air transportation either directly or indirectly. Since the freight forwarder was indirectly engaging in air transportation, it required a certificate of public convenience and necessity. The Board ordered the company to cease operations.

From this case it becomes clear that, under existing laws, a freight forwarder may not use the services of air carriers unless he holds a certificate of public convenience and necessity from the CAB. The only certificate ever issued by the Board which resembles a freight forwarding certificate, is the grandfather certificate issued to the Railway Express Agency. That agency is duly authorized to continue its present business, but it may not operate airplanes.

The ordinary freight forwarder, however, may not, in the course of his business, utilize the services of air carriers in the same manner as he uses the services of rail and motor carriers.

For the reason that the forwarder is not permitted to use the services of an air carrier, it has been asserted that an air carrier cannot use the services of a forwarder. But such a statement does not necessarily follow. If I say it is a week from Christmas to New Year's Day, I do not say that it is a week from New Year's to Christmas. The lawyers tell me that an air cargo carrier may use a freight forwarder's services under certain limited conditions, and in different ways.

First, it seems very clear that the air cargo carrier may, with impunity, accept shipments from freight forwarders, and that this method involves no penalty on the part of the air carrier. In the Universal Air Freight case, for instance, the airlines were not censured for accepting the cargo from the freight forwarder. The freight forwarder, however, was stopped from continuing the operation. It is necessary, therefore, for the carriers to find some method which is lawful for both the freight forwarder and the air carrier.

Certificated carriers may form their own freight forwarding services themselves. Such a service, of course, is merely the establishment of new rates or the operation of trucking and packaging services by the airlines.

The contract air carrier, operating without a certificate of public convenience and necessity, may not do this. As a contract carrier, the carrier does not haul for the general public, but only for a few shippers with whom it holds special contracts. Freight forwarders have been uniformly held to be common carriers, and if the contract carrier accepts freight forwarder shipments, it might lose its status as a contract carrier and violate the Civil Aeronautics Act.

However, the contract carrier may utilize the services of a freight forwarder as an agent. As an illustration, assume that a manufacturer desires to ship dresses over the lines of a contract carrier, and through the services of a freight forwarder. The manufacturer wants to use the freight forwarder's service because the latter will pick up the shipment, package it, and deliver it to the consignee. The contract air carrier is ordinarily not in a position to perform such a service. The air carrier may, however, use these services of the freight forwarder if a contract for transportation is entered into between the air carrier and the shipper. Under such a contract, the freight forwarder would become the agent of



THE COMMANDO FILLS UP—One of Slick Airways' 10 Commando cargoplanes being loaded with heavy freight. A non-scheduled contract carrier, Slick is based at San Antonio, Texas.

either the shipper or the carrier. Because of such an arrangement, the ordinary common carrier aspects of the freight forwarder's status would be avoided. The air cargo carrier could thus use the services of a freight forwarder without violating the Civil Aeronautics Act. It does not seem possible, however, for a freight forwarder to use the air carrier's service.

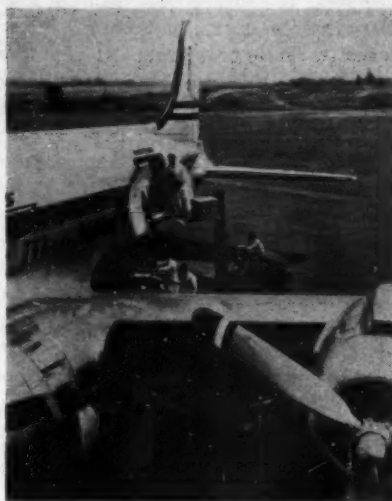
This system, which permits an air cargo carrier to utilize the services of a freight forwarder, is not just a clever way of evading a law. It is a method of developing potential air traffic, when the potential cannot be developed in any other way.

The present Civil Aeronautics Act is silent with respect to contract carriers and freight forwarders. It was not designed to apply to cargo traffic at all. When the act was passed, even the most far-sighted legislator could not have envisioned the extent of the air cargo development which has taken place in the last five years.

It seems to me to be appropriate, therefore, to suggest that some changes in existing law and regulations would be advantageous to the development of the field of air cargo.

The CAB has the power to exempt classes of air carriers from the provisions of Title IV of the Civil Aeronautics Act. I would suggest that the Board might well establish a classification of air freight consolidators. An air freight consolidator could be defined as a person who, in the usual course of its business, assembles and consolidates and distributes air cargo, assumes responsibility for the transportation of the cargo and utilizes the services of a carrier engaged in air commerce, for the whole or a major part of the transportation of such shipments. The classification might well be limited to those persons who do not operate aircraft, so that the Board will be assured that the consolidator will remain a non-operating company.

The Board could then exempt air



LOADING THE MAINLINER.—A United Air Lines transport takes on cargo for swift flight to cities thousands of miles away.

freight consolidators from Section 401 of the Act so that they would not be required to obtain certificates.

Such a classification of air freight consolidators would not divert the energies of freight forwarders from the shipment of packages by rail. It would be tantamount to establishing an air consolidating division of the freight forwarding industry like the Air Express Division, REA.

Such an order would have definite public advantages. Our survey shows that freight forwarding is an essential service for many of the manufacturers of air candidates. Information we have gleaned from these manufacturers indicates that *they would ship by air, provided freight forwarder service were available*. Some freight forwarders to whom we have talked are anxious to utilize the services of air cargo carriers, but they are prevented from doing so by the terms of the Civil Aeronautics Act.

In order to develop the potential available in the field of air cargo, we should utilize the services of air

freight consolidators, and it is suggested that the CAB should encourage the development of the field of air cargo by permitting these consolidators to use the services of air cargo carriers.

United States, France In Air Transport Pact

France came into the headlines on March 27 when she entered into a bilateral air transport agreement with the United States. Signed in Paris, it follows substantially the same lines as the one concluded between this country and the United Kingdom in Bermuda, reported in detail in the February, 1946 issue of *AIR TRANSPORTATION*.

It contains the "fifth freedom" and other standard provisions of the Chicago International Civil Aviation Conference of 1944, including control of the rates by the International Air Transport Association. Landing rights are provided for the French in Bermuda, subject to British approval; also in Manila, dependent upon the consent of the Philippine Government. Temporary rights have been granted to French planes in Puerto Rico.

Following are the air routes upon which the pact is based:

For the United States—(1) Via intermediate points over the North Atlantic to Paris and beyond Switzerland, Italy, Greece, Egypt, the Near East, India, Burma, and Siam to Hanoi, China, and beyond. (2) Over the North Atlantic to Spain, Budapest, and points south of the parallel of Budapest to Turkey, and thence to the Far East. (3) To Spain, Algiers, Tunis, Egypt, the Middle East, China, and beyond. (4) To Dakar, Pointe Noire, Brazzaville, to South Africa. (5) To Guadeloupe, Martinique, French Guiana, and beyond in South America. (6) Over the Pacific to New Caledonia, and beyond on one or more routes to Australia. (7) Over the Pacific to Manila and Saigon, thence to Singapore and Batavia. (8) Over the Pacific to Manila, Hong Kong, Macao and China, to Hanoi and beyond via Siam, Burma, to India and beyond.

For France—(1) Over the North Atlantic to Boston, New York, Washington, and the United Nations site. (2) Over the North Atlantic to Montreal and Chicago. (3) Over the North Atlantic to New York and beyond to Mexico. (4) Martinique via Guadeloupe and intermediate points to Puerto Rico and beyond to the Dominican Republic and Haiti. (5) India-China via points in China and Hong Kong to Manila.

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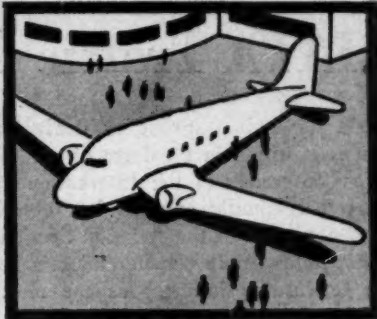
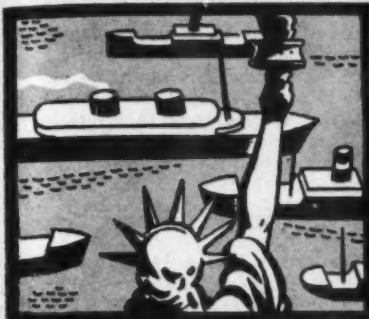
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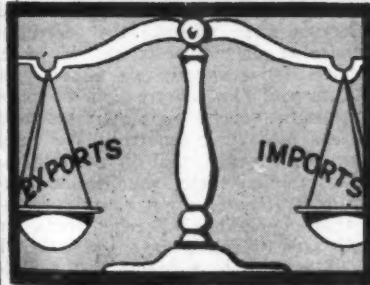
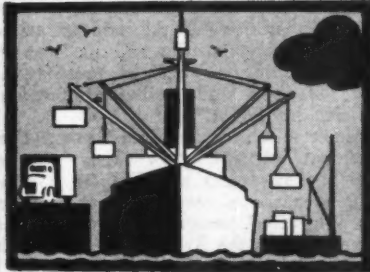
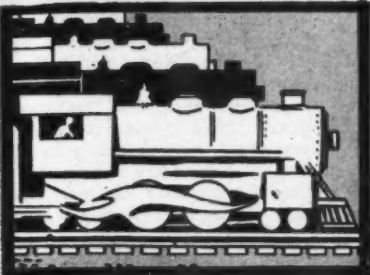
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Foreign Freight Forwarders Win Okay at IATA Traffic Conference

FOREIGN freight forwarders sprang suddenly into the limelight last month when they won recognition in the form of a resolution passed by the North Atlantic Traffic Conference of the International Air Transport Association. This new development, originally spurred by John F. Budd, publisher of *Air Transportation* and chairman of the Aviation Section of the New York Board of Trade, has set another milestone in commercial aviation history and was hailed by the foreign freight forwarding industry as the most important advance in recent years.

Necessarily dependent upon approval of the various governments represented in the IATA, a signal extract from the resolution, covering the payment of brokerage, reads:

"The rate of commission on both cash and credit transactions in the sale of international scheduled air freight and air freight-express transportation, including extra sections, shall be five percent, and the rate of commission for the carriage of air freight and air freight-express in chartered aircraft shall not exceed two-and-one-half percent. In the case of charters where both passengers and air freight and air freight-express are carried, the commission shall not exceed two-and-one-half percent of the charter rate. The commission will be calculated only on that portion of the transportation charge for scheduled air transportation which is based upon weight or volume, except that where a shipment is moving solely on an ad valorem charge, then the commission shall be paid on such ad valorem charge."

AIR TRANSPORTATION has been able to procure a number of additional extracts from resolutions, covering procedures in which the forwarders will be recognized and appointed as agents, adopted by the conference:

Resolution Extracts

"No agent shall be authorized by a Traffic Conference unless it is a travel office or a shipping and forwarding office defined as follows: (a) a business, openly and publicly, operating solely for the purpose of the collection, forwarding and delivery of goods, or (b) a business, a department of which is openly and publicly operating solely for the purpose of the collection, forwarding and delivery of goods.

"Note: A Traffic Conference Agency Committee may appoint exceptionally an agent not fulfilling the above requirements in a centre where no business as defined above exists.

"The approval of applications for appointment as authorized IATA agents must be given by the Agency Committee of the Traffic Conference in whose geographic area the applicant is located. Any sponsoring IATA member shall have the right to be heard by the Agency Committee of the Traffic Conference considering the application. Once approval is given by a Traffic Conference Agency Committee such approval shall be honored by all Traffic Conferences, and any agent receiving such approval shall be eligible for appointment as an agent by all members of IATA.

"In the case of an agent having more than one place of business, the approval of such agent and all its locations shall be given by the Agency Committee of the Traffic Conference in whose area the agent's head office is located. Upon approval of an agent for appointment by the Agency Committee of the Traffic Conference considering the case, the secretary of such conference shall issue the agent's IATA certificate serially numbered with a prefix to identify the number as that of the issuing conference, and shall simultaneously notify all members of that conference, the secretaries of all other IATA Traffic Conferences, and the secretary of the Traffic Committee, including with such advice the number of the IATA certificate. . . .

"Note: During the period while the various Regional Traffic Conferences are being formed it will be permissible for one conference to approve applications for agencies in conference geographic areas other than its own; provided, however, that approved applicants are advised by the approving conference that the approval of their application is tentative and subject to final approval by the proper Traffic Conference, and provided that the IATA agent's certificate shall be issued only after final approval by the proper conference. . . .

"No place of business of an agent will be approved by an Agency Committee unless the location of such place of business has been found suitable by personal inspection by the committee or persons designated by the committee. . . .

"Only agents who have been approved by a Traffic Conference Agency Committee may be appointed or retained as agents by a member of IATA for the sale of international transportation. . . .

"No commission shall be paid by a member to an agent for the sale of air freight and air freight-express shipments unless the agent receives the shipment from the shipper, issues the airwaybill, or equivalent, and delivers the shipment directly to the member airline at point of origin. . . .

"No remuneration shall be paid by or for any member to any person for the sale of international passenger, air freight or air freight-express transportation unless such person is at the time an approved IATA agent, and unless there is in effect at the time a standard sales agency agreement between the member and the agent, and no remuneration shall be paid to any agent except the commissions established by this resolution.

"Resolved that the resolution No. 23 above (all of the foregoing) shall take effect 30 days after approval thereof by all the appropriate governmental authorities

of the countries of the voting members of the conference for which such approval is required."

According to A. Laurence Young, secretary of the North Atlantic Traffic Conference, "it is difficult to say how long it will take to obtain approval of the resolutions, but the airlines hope that this may be less than the normal periods prescribed by the authorities concerned."

Background History

The action by the IATA was the culmination of more than three years' effort by John F. Budd, acting in his official capacity as chairman of the Aviation Section, who had been instrumental in organizing special meetings between representatives of the New York Foreign Freight Forwarders and Brokers Association and airline operators. He was responsible for bringing out into the open the proposition favoring recognition of foreign freight forwarders by the airlines, and urging the payment of brokerage or commission for their services on international air shipments.

Last June, as reported in *Air Transportation*, he interviewed Dennis H. Handover, air adviser to the British Railways Organization, who stated flatly that air companies in the United Kingdom and on the Continent would continue paying full commissions and brokerage on passengers and cargo.

Four months later, AIR TRANSPORTATION was the first to break the news that TACA Airways had set a precedent by granting seven-and-one-half percent brokerage on all international air cargo shipments. This move was the first to be taken by any air carrier in America. Wesley J. Wilson, at that time traffic manager of TACA in New York, paid tribute to Budd for his "untiring and unselfish efforts . . . in bringing the problem out into the open, and facilitating the final decision by TACA."

Almost concurrently, Fred Bennett, then president of the New York Foreign Freight Forwarders and Brokers Association, prepared a comprehensive brief on the subject of recognition, and this was turned over to the Aviation Section, which submitted it to the IATA.

"Those of us who have been engaged in foreign trade welcome the added importance of air transportation," he wrote, "because fundamentally we believe that the future of our country and the peace of the world depend upon increased trade relations with other countries. We would point out, however, that in entering the field of foreign trade, you assume a responsibility that does not exist in domestic trade operations. Foreign trade, for any country, involves the coordination of various services to a degree that a product sold abroad is handled throughout with a minimum of delay and inconvenience, and at an expense consistent with the nature of the article carried. That does not mean merely the cost of transportation. It does mean the proper utilization of all services which enter into a foreign trade transaction.

"It is this most important function of a foreign freight forwarder that we would emphasize more than ever his ability as a selling medium for your services. The designation 'foreign freight forwarder' inadequately describes the part played by these businessmen in foreign trade transaction. He is, in effect, the adviser and manager of the exporter he represents in

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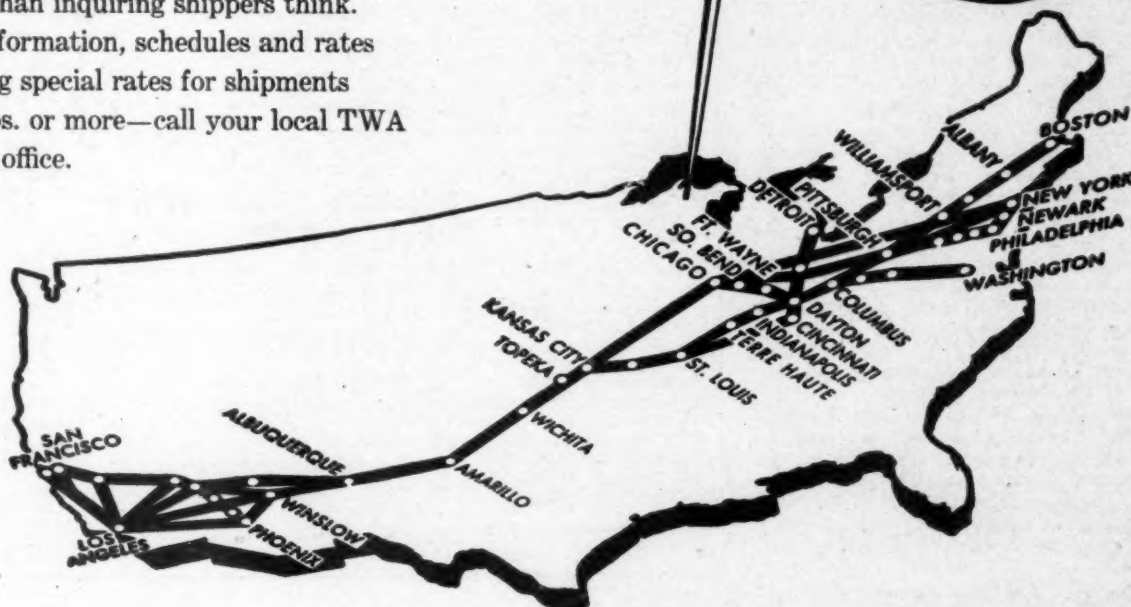
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the distribution of his client's product, when ready for delivery. Insurance, banking formalities, storage, and documentation are to be added to his services in instructing as to proper routing in transportation, both domestic and foreign. He is 'the exporter.'

"Some exporters do not employ a foreign freight forwarder, but the percentage of exporters have found it expedient to do so, and the volume of freight which passes through the hands of a foreign freight forwarder establishes the importance of this industry in the development of foreign trade. The foreign freight forwarder will not let down his client by advising a routing contrary to his client's interests because he is favorably inclined toward one transportation company, but neither will he let down the transportation company by failing to instruct the company on what is necessary to gain his client's business and confidence."

At the Montreal conference in October, there were appointed Standard Working Committees of the Traffic Committee, among which were a group on agents and another on air freight and air freight-express. When the Traffic Committee sat at the last meeting, three alternates sat in for absentees: L. B. Kinports of United Air Lines, for Harold Crary; C. C. Liang of the China National Aviation Corporation, for F. Y. Ho; and P. Beck Nielsen of Det Danske Luftfartselskab, for W. Damm. The next meeting of the Traffic Committee is scheduled for June 4 in New York, but Working Committee sessions will be held before that date.

Leaders in the foreign freight forwarding industry were quickly responsive to the news of the IATA's action. Reached by AIR TRANSPORTATION, Harold D. St. John, president of the New York Foreign Freight Forwarders and Brokers Association, said:

"The resolution adopted by the IATA authorizing the payment of freight brokerage to qualified foreign freight forwarders and shipping agents is indicative of the great progress made by the airlines during the past five years to establish air transportation as a recognized medium in overseas shipment. The results of this decision are far-reaching, and will play an important part in increasing international air traffic in the future. This announcement will be received with the highest praise and enthusiasm by the foreign freight forwarding industry."

Walter J. Mercer, president of the New York Customs Brokers Association, stated that the decision "would indicate a spirit of cooperation between the airlines and customs brokers of this country."

"It is further indicative of the progress made by the airlines to cover the commercial demands which convene and are now being made upon them," he said. "The long-planned air commerce is now becoming a reality."

Joseph Gamburg, general manager of Air Clearance Association, Inc., an organization of custom house brokers and foreign freight forwarders founded under the auspices of the New York Customs Brokers Association to encourage and facilitate air shipping, declared:

"Our group of brokers and foreign freight forwarders, acting in concert through Air Clearance Association, will now in its greater self-interest support air cargo transportation. Prospects of increased profit should stimulate our members to exert themselves in selling air cargo."

Transatlantic Service To be Projected by DNL

Norway's entrance into the transatlantic air transportation field was announced early this month at a press conference in New York attended by Colonel Bernt Balchen, a managing director of Det Norske Luftfartselskap, S.A. Balchen declared that operations will begin shortly after receipt of equipment.

DNL will acquire from the United States Government four *Skymasters* and three *Skytrains*. For internal use the company will use 11 Junkers JU-52 seaplanes. The *Skymasters* will operate between Oslo, headquarters of DNL, and New York.

A 20-year concession to be awarded to DNL will authorize it to fly all scheduled services within Norway and to other countries. Plans include early daily service between Oslo and the following internal cities: Bergen, Stavanger, Trondheim, Tromsø, and Kirkenes. There will also be services to London, Amsterdam, Copenhagen, Paris, Prague, Zurich, Marseilles, and Stockholm, employing DC-3s on a daily basis.

Prior to the war, all scheduled air services were performed by Det Norske Luftfartselskap, Fred Olsen og Bergenske, A. S. This was a private company owned by several shipping companies. With the Nazi invasion, operations ceased. RNAT was organized and established by the Norwegian Government in exile to prepare for postwar civil aviation. Using Air Force personnel, it has conducted scheduled operations within Norway and to other European countries since the liberation.

The founders of the old DNL joined with a dozen other shipping companies to form the new DNL. More than 100 Norwegian banking, insurance, and merchant companies also participated, subscribing to approximately 3,500,000 kroner of stock.* The shipping companies' out-



Colonel Bernt Balchen

lay was 11,600,000 kroner. Public offering of stock will total an additional 10,000,000 kroner. The Government subscription will bring the combined capital of the new company to 35,000,000 kroner.

DNL's planes in international service will be pooled with DDL and SILA. The three airlines will form an organization to be known as Scandinavian Airlines.

Balchen and Per M. Backe have been appointed managing directors of the Norwegian airline. J. Christie is vice president-operations; Egil Gloersen, vice president-traffic; and Per Palmer, vice president-finance.

*Five Norwegian kroner equal one dollar.

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W. Bradshaw, INA

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Gaston Delclaux, AF

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THERE was a time when a fast steed and a hardy rider were the only requisites for the delivery of mail. Came the railroad train, and the pony express was displaced. Then the airplane sprang into the picture. A new term came into being: air mail. But now the experts over at the Fairchild Aircraft have gone a step farther, and have come up with a 200-mile-an-hour flying mailcar.

The mailcar, a modification of the famous flying boxcar, the *Packet*, is at the present time under the consideration of Post Office officials. Richard S. Boutelle, vice president and general manager of Fairchild Aircraft, stated that the designs of the new version of the *Packet* provide facilities for the sorting and storing of mail in flight. He added that these facilities would revolutionize air mail service, making possible considerably faster delivery.

"We have adapted the interior of the *Packet's* squared fuselage to the needs of the Post Office Department, installing

such postal equipment as a sorting table, letter rack, chutes, locked drawers for registered air mail, and bag racks," said Boutelle. "The equipment, lighter than that used in railroad mailcars, is more compact and more efficient."

He stated that the plans drawn up by company engineers emphasizes convenience and efficiency in the working section of the plane. The reduction of fatigue and monotony on long trips is part and parcel of the interior design. One of the innovations is an oval letter case with every pigeonhole equally accessible. An intercom 'phone will give the mail clerk constant communication with the pilot's compartment and other sections of the plane.

Robert S. Burgess, superintendent of air mail service, United States Post Office, was reported as saying that the *Packet* mailcar "looks like an ideal plane for this job."

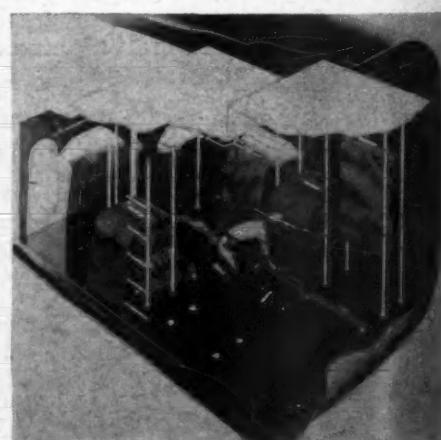
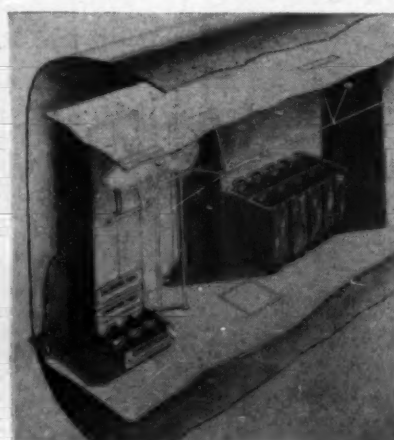
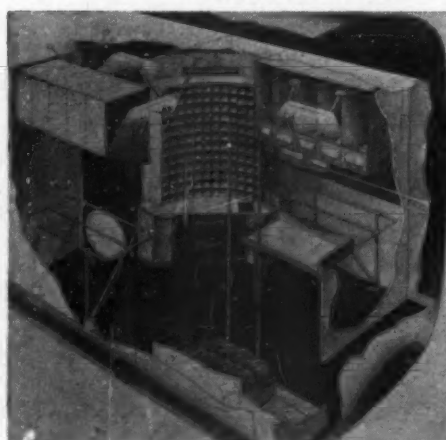
"One of our greatest difficulties," he declared, "is to move the air mail as

quickly as possible during peak collection periods—at the close of the business day, for example. Today, time is lost because the peak load of air mail is distributed among several planes leaving hours apart. If the airlines operated a few all-mail planes, schedules could be set to correspond with these peak periods in mail traffic."

According to Burgess, only about one-quarter of the mail shipped in the *Packet* would require sorting. The rest would be storage mail in bags addressed to specific points. Another possible development is air parcel post.

The *Packet* can handle mail loads up to six tons on a 500-mile hop, or more than four tons on a 1,200-mile nonstop flight. Its cargo hold, 38 feet long, is shaped like a railroad boxcar and has approximately 93 percent as much cubic capacity. Huge double doors in the rear split open like a clamshell to make a loading door, at truckbed height, more than eight feet square.

WORKING SECTION—The sorting of the mail would be done here. This section is specially designed, having light-weight equipment for sorting air mail in flight. . . . **REAR SECTION**—Showing bag rack, special drawers for registered mail, and a convenient locker. . . . **FORWARD SECTION**—This part of the plane is for the stowage of mail bags addressed to cities en route.



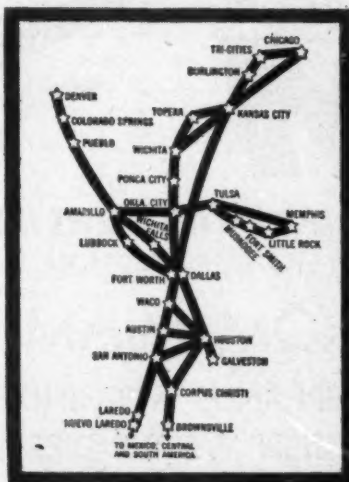
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Streamlined International Air Travel Aim of PICAQ Facilitation Division

The removal and minimizing of obstacles to air travel at international borders is the purpose of a document dispatched to 42 member states of the Provisional International Civil Aviation Organization. Recommendations, drawn up by the Facilitation Division of the Air Transport Committee, are accompanied by a letter from Dr. Albert Roper, Secretary General of PICAQ, requesting comment within 60 days from member states on the recommended standards and practices.

It has been realized that previous efforts to remove hindrances to international air travel were inadequate and that procedures for crossing international boundaries had failed to keep pace with the great advances of recent years in aviation. The Facilitation Division was established to study the restrictions imposed on international air transport by the laws and regulations of various states and to make recommendations for the standardization and simplification of regulations and practices of authorities at aerodromes on customs, immigration, sanitation and related activities. It was decided that facilitation was a problem of air transport rather than air navigation,

and responsibility for undertaking the work was switched from the Air Navigation Committee to the Air Transport Committee.

The report prepared by the Division opens with a section on definitions, precise meanings of such terms as "customs airport," "customs-free airport," "transit crew, cargo, stores," etc.

Perhaps the most radical innovation suggested by the Division is the adoption of an international travel card to be issued by a state to its own nationals. This card would replace passports and visas and would be issued for one year, and would eliminate the inconvenience and expense of passports and visas. Its adoption might be expected to encourage tourist and business travel by air. It is recognized, however, that certain guarantees should be given to member states who agree to its use. It is provided that a card could only be issued to nationals of the states adopting the card. Each member state would also undertake to accept the return of any national considered undesirable by another member state.

The report recommends that airport authorities "shall avoid delaying the aircraft or examining transit crew, passengers, cargo and stores, except in case of emergency." Adoption of this suggestion would result in a considerable saving of

money and time to airlines and remove what are sometimes nominal formalities.

The establishment of customs-free airports is advocated by the Division. A customs-free airport is described as "an airport within which the customs laws of the member state in which the airport is situated shall not apply." Such facilities would be of benefit to airline operators and passengers.

The language to be used in customs and similar documents is given as "that of the nationality of the aircraft." It was realized that adoption of one language would have been ideal but such a step was found impracticable.

Also suggested are facilities for the exchange of money at customs airports, subject to the regulations of the state concerned.

The report recommends standardization of forms and reduction in the number required for customs and other purposes, in order to reduce the time now used in the preparation of various forms.

Finally, health and hygiene standards and requirements are fully explored. An important proposal is an international certificate of inoculation and vaccination. This would be designed to combine in book form all the different certificates required by the International Sanitary Convention of 1933 (amended in 1944). Further paragraphs suggest the standardization of methods for the prevention of contagious diseases and the maintenance of hygienic condition of aircraft.

Plane Production

At least 30,000 planes of different types are expected to roll off the production lines this year. Orders, to date, total 50,000.




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IS THERE A FUTURE FOR BRITISH AIR FREIGHT?

By CHARLES GARDNER
*Formerly British Broadcasting Company
Aviation Correspondent*

THE question of air freight services in the United Kingdom is one which has never been fully tackled. Freight hauling is such a difficult market for aviation to enter within the confines of so small an area as Britain, and its costs are so high that on inspection it would appear difficult to make it pay its way.

In the first approach the following factors have to be considered:

1. The comprehensive network of fast rail and road communication which already exists over England, Scotland and Wales.

2. The nationalization plans of the British Labor Government which will prevent private development of anything other than charter services.

3. The shortage of suitable aircraft, and the high price of such new machines as are being built.

It will be seen, therefore, that any successful freight-carrying venture must discover a type of cargo which needs to be moved so rapidly that railway or road transport is not quick enough. Having discovered such a cargo there must be enough of it to make air travel pay dividends, remembering the high cost; and, on top of that, the operator must in no way threaten the Government civil air monopoly.

There are other snags, such as the strict gasoline rationing still in force in Britain, the long waiting lists for aircraft, and the comparatively few airfields which are yet open to civil flying. The gasoline rationing and the flying

Here is a frank appraisal of Britain's position in the air freight scheme. Does the author expect much domestic air freight-ing? No! Overseas air shipments? Yes! . . . And here's why.

restrictions will, presumably, disappear within measurable time—but the shortage of aircraft is likely to go on for several years.

One possibly fruitful air freight field which I have not yet mentioned is that of over-water hauls to the Commonwealth, the Continent, and overseas generally. I will deal with that in detail later on, as it is probably the only field in which there is scope for big things.

To return to internal traffic—there are very few commodities which are so perishable as to need quicker transportation than is provided by present surface means. Offhand I can only think of three fields in which extra-quick transportation is really desirable:

1. News.

2. Specialized out-of-season market produce.

3. The moving of racehorses from meeting to meeting.

There is to my mind a chance for air freight in the haul of newspapers from London to far-off counties such as Cornwall and Wales, and from Manchester (where most British national dailies print a Northern edition) to Scotland and Ireland.

The ideal aircraft for such a job would need about a three-ton 200-mile

payload capacity, and would have to be equipped with every bad weather aid. Newspaper planes, once embarked upon, would have to run 365 days a year, as it would not be economical for any paper or group of papers to maintain the present complicated ground distribution facilities as well as a costly air scheme. Once the air took over it would have to guarantee 100 percent regularity—no mean undertaking in Britain's winters of fog, ice, and snow. A similar onus of regularity would be placed upon operators of light aircraft on sub-distribution of newspapers from chosen main counties—a sort of "aerial postman's round." I am, however, convinced that there is a future in such a combination of long-haul and local distribution of newspapers by air to the outlying parts of Britain.

The perishable market goods line is too small and seasonal to be worth a special organization, but a charter company might well find good money in running fresh vegetables and flowers from Cornwall and the Scilly Isles in the few weeks before the "season."

The potentialities of carrying racehorses by air are yet untapped. I am told that racehorses make heavy weather of long journeys, but that their running capabilities are relatively un-

affected by short trips. If so, they would be ideal for air transport. Already some owners are investigating the "flying horse-box," as this would enable them frequently to run their animals in Ireland and on the Continent. Cost would be a secondary matter here, and there is real money to be made as and when a suitable aircraft is produced. Miles Aircraft Company is reported to be designing one.

The high operating cost of all British air freight operations must, however, be borne in mind. Let us examine the case of an operator using as a freighter that very economical aircraft the new De Havilland Dove. I choose the Dove rather than the bigger Bristol Freighter or the ton-carrying Miles Aerovan because the full figures for the Dove are available. The Bristol Freighter with its payload of 10,000 pounds on two Bristol Perseus or Hercules motors for a 500-miles stage will probably be needed on overseas routes, and it would be a fairly hefty proposition for internal work. The Dove has a payload of one ton for a 200-mile stage on two Gipsy Queen engines of 330 horsepower each for take-off. Normal cruising speed at sea level is 150 miles per hour.

The direct operating cost would be made up as follows:

1. Fuel and oil (including taxiing):
fuel at 2/- per gallon, and oil at .06 of fuel cost per hour..... £2.31
2. Maintenance:
(a) Airframe £1.25/- per flying hour per 10,000 lbs. of airframe weight..... £.43
(b) Engine £1.5/- per aircraft hour per 1,000 cruising B.H.P. £.91
3. Captain's salary, £850 per annum.
Radio operator, £550 per annum.
Insurance and expenses, £1.15 of salary.



NEWSPAPERS SHOULD BE FLOWN—Gardner sees an opportunity for the air freight-ing of newspapers in the British Isles, stating that a plane for "such a job would need about a three-ton 200-mile payload capacity." Above is a montage effect of mastheads from better-known British newspapers.

Estimated flying time per annum (say, 850 hours).....	
Cost of crew per hour.....	£1.89
4. Depreciation: 5 years' life with .25 residual value. Cost of Dove being £12,500 (approx.).....	£2.25
5. Insurance.....	£.70
Interest on investment.....	£.52

Total direct operating cost per aircraft flying hour..... £8.58
(about \$34.50)

This figure, as is obvious, does not include cost of administrative services and many other expenses which would vary with the size of the operator's business. If we assume an "all in" operating cost of £12 per flying hour it would be, I think, as conservative an estimate as one could make.

This operation, then, for a 200-mile flight with a load of one ton at 150 miles per hour would need £16 (\$64) to cover the bare cost of the single trip or £32 (\$128) if the aircraft was returning light. This without taking any profit at all. It seems to me that there are very few commodities which can stand up to £16 (\$64) or £20 (\$80) a ton of air haulage costs for the sake of arriving a normal maximum of 24 hours earlier than by a train, which would have charged approximately £1.15 (\$7.00) for the same load over the same distance. At the moment, it is true, Britain's railways are rather at postwar sixes and sevens, and there are irritating delays on goods transits. It is also true, however, that goods in the bulk which are suitable for airliners are also acceptable on passenger and

(Concluded on Page 56)



FREIGHT FOR PLANES?—The author sees racehorses as ideal for air transport. "Cost would be a secondary matter here," he says, "and there is real money to be made as and when a suitable aircraft is produced." The above is a scene taken during the world-famous Grand National at Aintree.

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(Continued from Page 5)

Solid aluminum furniture formed the first West-East air shipment, flown from Los Angeles to Detroit by National Skyways Freight Corporation. The shipment was handled by Domestic Air Express, new freight consolidators in Los Angeles.

CAA air traffic control officials are worried about this problem: Idlewild is so close to the Navy's Floyd Bennett Field that its operations will be cut 50 percent when visibility is restricted. Five miles separate the two airports.

Colonial Airlines is strongly opposing the Grace Steamship Lines' motion to the CAB to postpone decision on the New York-Latin American route until the Board makes a decision on whether or not a 50 percent stockholder in Panagra can apply for a new route.

Taylorcraft Aviation has announced a million-dollar expansion program that will more than triple its present output of 15 planes per day. Two hundred thousand additional floor space will be ready by the middle of June.

Airport Buildings, a new 86-page booklet designed to help small and medium-sized cities planning new airports or remodeling present facilities, will be published shortly by the Civil Aeronautics Administration. The booklet will be sold through the Superintendent of Documents, Washington 25, D. C.

Panair do Brasil, Brazil's airline affiliated with PAA, expects to begin the first *Constellation Clipper* service between South America and Europe the latter part of this month. There will be two weekly flights from Rio de Janeiro to Lisbon, London, and Paris as soon as all the *Constellations* are delivered.

Edna Belden, now a stewardess in Trans-Canada Air Lines, was personally decorated by His Majesty King George at Buckingham Palace for her bravery during the disastrous Knights of Columbus fire at St. John's, Newfoundland, when she cared for the injured soldiers who were flown out of Newfoundland to hospitals.

A Swedish air transport service has been organized for missionary work, according to Tore H. Nilert, United States representative for Swedish Intercontinental Airlines and A. B. Aerotransport. Known as the Nordiskt Missionsflyg (Nordic Missionary Air Service), this semi-clerical airline has purchased a Douglas 21-passenger aircraft from United States surplus stocks.

Operating under Government contract, and using Government-owned facilities, the Packard Motor Car Company is experimenting with jet propulsion aircraft engines at its Toledo plant and at the Willow Run Army Air Base.

An idea contest, for which the top prizes will be overseas flights from Chicago to world capitals, is being conducted by the Merchandise Mart, Chicago. The Mart is seeking good ideas for expanding its national and international effectiveness, and has opened the contest to the 900 tenants of the building, the 25,000 persons working in the market center, and the home office and factory executives and employees of firms whose products are sold wholesale through the Merchandise Mart.

Fast *Skymaster*-type Clipper service last month replaced the Boeing 307 service over the Pan American World Airways route between Miami and Balboa via Camaguey, Cuba.

The Lockheed Aircraft Corporation of Canada, Ltd., formed in 1939 but dormant since early war days, has now become active.

In an address before the Airlines Traffic Club of New York, George F. Bauer, international consultant, predicted that "many products of commerce will be merchandised differently in the Air Age with emphasis on small shipments speedily delivered by air to avoid costly inventories by retailers." Bauer, who is chairman of the Air Commerce Committee, Aviation Section, New York Board of Trade, pointed out that time economy factors, such as perishability, style, newness, price changes and seasonability, are favorably affected by speed of air cargo transport. The savings from these merchandising aspects, he maintained, "can frequently make it good business to pay the higher air transport cost."

American Airlines System has purchased eight Boeing *Stratocruisers*, to be used in nonstop flights between New York and London.

Since June, 1945, an improved counterpart of the Boeing B-29, has been undergoing test flights supervised by the Air Technical Service Command and Pratt and Whitney Aircraft Division of the United Aircraft Corporation. Called the XB-44 by the Army, this new Superfortress will be known as the B-50 in its production version.

The debt owed by the modern airplane to the rigid airship was emphasized last month by Dr. Karl Arnstein, vice president in charge of engineering at the Goodyear Aircraft Corporation, in an address before the local chapter of the Society of Automotive Engineers at Wichita, Kansas. Arnstein pointed out that valuable structural facts gained through development of the airship played an important part in making possible the phenomenal heavier-than-aircraft of today.

Civilian Wings for Everyone, a booklet published by Shell Oil Company to acquaint the public with the advantages of personal flying and the relative ease with which the average person can qualify for a pilot's license, may be obtained without cost by writing to: Special Service Department, Air Transportation, 8 Bridge Street, New York City.

The ticket office of Swedish Intercontinental Airlines will be located at 47 East 46 Street, New York. The office will also be utilized by Danish Airlines and Norwegian Airlines.

A new firm, known as Drew and Peters, aviation consultants, has been formed to assist companies and communities in evaluating the economic, financial and technical factors involved in aviation planning. The organization is made up of former key men of the Curtiss-Wright Corporation business research staff.



FROM SEA TO KITCHEN BY AIR—Frank J. Marshall (left), proprietor of the Kansas City restaurant chain bearing his name, examining a shipment of lobsters delivered from the Gulf Coast by the Air Express Division of the Railway Express Agency. The shellfish were flown by Mid-Continent Airlines.



SKY STREAK—Republic Aviation's XP-84 fighter, jet-propelled offshoot of the conventionally powered P-47 Thunderbolt which set up an enviable reputation in World War II. Designed and built under the joint supervision of Republic and the Air Technical Service Command, the ship is now a member of the Army Air Forces. Performance details still remain a military secret.

At a recent meeting of representatives of transportation and travel interests, a temporary committee was named to outline a program for an organization to work for the removal of unreasonable international travel restrictions. **M. F. Redfern**, secretary of the Air Transport Association, was appointed chairman.

As a step toward establishing an effective international airworthiness code for civilian aircraft, the first meeting of the **Airworthiness Division of the Provisional International Civil Aviation Organization** convened last month. The main items on the division's agenda is the revision of the Draft Annex G, drawn up at the International Civil Aviation Conference at Chicago in 1944, which sets forth proposed standards of airworthiness for aircraft engaged in international flying.

An increase of 38 percent in its cargo-carrying capacity is estimated by **Pan American-Grace Airways** with the announcement that the fifth recently reconverted Douglas DC-3A transport had been placed in operation over the airline's routes along the west coast of South America, from Balboa in the Panama Canal Zone to Buenos Aires.

The inauguration by **Colonial Airlines** of three hour direct service from Washington, D. C., to Ottawa and Montreal, Canada, is scheduled for April 15. This route will provide North-South travel facilities for the area throughout New York State, Eastern Pennsylvania, and Maryland.

Pan American-Grace Airways is producing a series of technicolor films of the attractions and accommodations to be found by the North American tourist and vacationist in the countries through which the airlines operates.

The first American-made rocket actually to leave the earth's atmosphere and penetrate the ionosphere 46 miles "straight up" has been constructed by the **Douglas Aircraft Company**. The projectile, which has been under development at California Institute of Technology for the Army Ordnance Department, is not a war weapon, but a research instrument for the Army and Navy. Known as the "WAC Corporal," it is 16 feet long, and 12 inches in diameter.

At a cost of \$4,500,000, 20 Convair-240s have been ordered by **Western Air Lines**, to supplement the company's new fleet of 23 four-engined planes.

Transatlantic schedules of **Trans-Canada Air Lines** will be increased to four flights weekly, so that passengers will now be able to book seats regardless of priority. TCA planes will leave Montreal for Prestwick, Scotland, on Mondays, Wednesdays, Fridays, and Saturdays. Westbound departures from Scotland will be made on Sundays, Mondays, Wednesdays, and Fridays.

American Overseas Airlines has arranged for a \$10,000,000 bank loan to be used largely for the purchase of new equipment.

The CAB has ordered **American Airlines** and **Consolidated Vultee Aircraft Corporation** to show cause why they should not be prohibited from engaging in an \$18,000,000 aircraft transaction as long as they are controlled by **Aviation Corporation**, a holding company. The order was also served on **Aviation Corporation** which previously was directed to reduce its stock holdings in AA to a maximum of four percent by July 31, 1946. AA, in a statement, has called the CAB order invalid.

The substitution of a simple travel card for passports and visas, along with other simplifications of customs and immigration practices for travel by air, have been recommended to 42 nations comprising membership of **PICAO** by its air transport committee and Director General Albert Roper.

Thomas Wolfe, vice president of **Western Air Lines** in charge of traffic has resigned. He is a vice president of the **Air Traffic Conference of America** and vice chairman of the **Society of Automotive Engineers**, Air Transport Section.

It took a **Piper Cub** to tie up traffic in New York's famous Times Square when it distributed 60 pairs of nylon stockings offered in exchange for "lucky streamers" dropped from the plane. Result: a near riot and two summonses for **Pat Henning**, the pilot, who is an actor by trade and used the stunt for publicity purposes.

According to **Clinton Davidson**, president of **Management Planning, Inc.**, financial counsel to three-fourths of the country's aircraft producers, "30 or 40 aeronautical engineers, plus about 400 draftsmen and mechanics, were all that were needed to design some of the most effective planes used in the war. But now one company alone—and not the largest—needs 500 scientists and aeronautical engineers to work on just one project assigned to it. Of this number 75 to 100 will have to be physicists, chemists, and even astronomers—all experts in pure research."

Two airborne television systems developed for secret wartime purposes by scientists and engineers of the **United States Navy**, the **Radio Corporation of America**, and the **National Broadcasting Company**, have come off the restricted list. It was demonstrated publicly to the press for the first time at the Naval Air Station at Anacostia, D. C., across the Potomac from Washington.

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20 CANDLES FOR WESTERN

ONE man sought a market for a transport plane. Another was ambitious to build a new business. A few saw it as a profitable undertaking. A score of men were motivated by civic pride. And a government stood ready to turn over a public service to private contractors.

It was thus an airline was conceived in the early Summer of 1925.

And in a mere nine months, the thousand-and-one things necessary to start actual operation of an airline had been accomplished.

Then on April 17, 1926, cameras clicked, freezing a fraction of a second of that late afternoon into history. Recorded on film were the words, "Western Air Express," painted on the tail of a Douglas biplane. Helmeted, goggles pushed back, a young man named Jimmy James stood beside the plane which he had just landed at Vail Field, Los Angeles, California. Smilingly, he was handing a sack of mail to Postmaster P. P. O'Brien, the first official air mail to be delivered in Los Angeles.

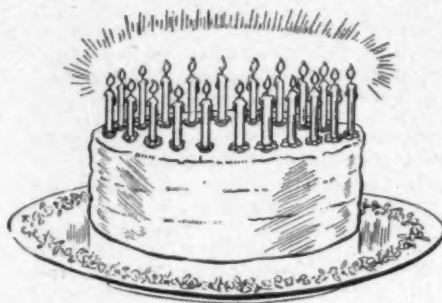
An airline was born, the only pioneer airline in the United States to retain its identity from the start of commercial aviation to the present day.

Representatives of the various groups who had fostered the infant—for Western Air Express was truly a community project—were on hand to greet the pilot. Among them were civic leaders who, long irked by San Francisco's preeminence as Western terminus of the Government's transcontinental mail route, had risked their own funds to put Los Angeles on the air mail map.

Present, too, were representatives for Henry Ford, who saw in the infant airline an outlet for the Ford-Stout all-metal plane, and other industrialists who believed there were profits to be made in aviation. Finally, there were the men who had been chosen to operate the line: Harris M. "Pop" Hanshue, president and general manager; and Major Corliss C. Moseley, vice president in charge of operations.

The real groundwork for Western Air Express properly began on Febru-

ary 2, 1925, with the passage of the Kelly Bill permitting the Postmaster General to negotiate with private operators for carrying the air mail. Things began to happen in the aviation world. One of the first companies to acquire a legal being, Western filed articles of incorporation on July 13, 1925.



When the Postmaster General advertised for bids on eight feeder routes, all connecting with the Government's transcontinental New York-to-San Francisco route. Hanshue and his backers promptly bid for the Salt Lake City-Los Angeles run, via Las Vegas, Nevada, designated CAM-4 (Contact Air Mail Route 4).

On November 7, 1925, with a contract in his pocket, Hanshue was now able to devote all of his energy to the new project—the same prodigious energy that made him a crack racing driver and then a leading Pacific coast automobile dealer. With Major Moseley, World War I combat pilot and commanding officer for the National Guard Air Squadron at Los Angeles, he next set about welding the company.

Inaugural day found Pop Hanshue with an office in downtown Los Angeles and a staff of 15 employees. First of these was Fred Kelly, hired as a pilot on December 1, 1925. Famous as an athlete and winner of the 1912 Olympic high hurdle championship in Stock-

holm, Kelly is now one of the airline's legendary figures as well as its chief pilot. He had won his wings in World War I.

By March 15, 1926, Moseley had completed his flying team. All were former Army flyers. In addition to Kelly, there were Maury Graham, Al De Carmo, and Jimmy James. Jimmy was to become an integral part of Western's personnel—first as a colorful pilot, then as a down-to-earth operations manager. An aerial observer overseas in World War I, he subsequently earned his wings at March Field.

After test flights by Moseley and Kelly in various planes then current, Western ordered six Douglas biplanes, or DM-2s. Powered with a 415-horsepower Liberty motor, they carried 1,000-pound payloads at a cruising speed of 115 miles an hour. Open cockpit models, the DM-2s had a cruising range of 600 miles and a ceiling of 15,000 feet.

Blazing the air trail which Western was to pursue between Los Angeles and Salt Lake City was a task more prosaic than those which usually fell to the lot of pioneer airmen. Piloting, not airplanes, but two sturdy trucks, Kelly and his colleagues trekked the sands of the burning Mojave, penetrated the imposing canyons of Utah and the mountain valleys of the Salt Lake region, tagging emergency landing fields with canvas crosses as they progressed.

Once the course was laid, it was little more than an air highway superimposed upon the Union Pacific Railroad's long, snaking tracks, the gleam of rails serving as early-day "radio-beams" to guide the flyers over the rugged terrain. In bad weather the pilots even made it a strict rule to follow the right-hand side of the track bed, to avoid possible collision with the opposite-bound mail plane.

Remaining physical requirement of the new-born line was a Los Angeles airport, and a canvass of the environs indicated a large grain field at the corner of Telegraph Road and Santa Fe Crossing as the most desirable location near the post office. Destined to be Western's home for more than three

Western
Air Lines

This story is a condensed version of the book, THE FLYING YEARS, by Jack and Peggy Hereford

years, Vail Field, as it was called, was improved with a 4,000-foot oiled runway, a hangar of sorts, and a small operations office.

In little more than five months following award of the air mail contract, Western was ready to start scheduled service.

The inaugural flight on April 17, 1926, placed Western fifth among all lines at the air mail starting gate, but within a few years, only Western remained. Three of these earlier routes were discontinued and the fourth was absorbed by another line, giving Western the honor of being the only starter to continue under its own banner.

Just as Western was the sole survivor of the pioneer era, this resilient company was to successfully face the changing problems ahead. Today Western has spanned the lifetime of air transport.

Educational Campaign

The smooth and uneventful flights negotiated by Jimmy James to Los Angeles and Maury Graham to Salt Lake City on that first day of operations demonstrated that Western had the equipment and personnel for efficient operation. Lacking, however, was volume of business sufficient to meet operating costs. So Hanshue went after the needed patronage, systematically canvassing Los Angeles business houses, arguing that time saved in concluding commercial and legal transactions was money saved. Hundreds of firms were solicited door-to-door.

The educational campaign paid off. Prior to Western's entrance in the picture, Los Angeles was dispatching a mere 35 pounds of air mail daily. Four months later—August, 1926—Los Angeles was classed as the greatest user of air mail per 1,000 population, a distinction the city has held ever since.

Another way to raise the revenue was suggested by the public itself, when occasionally individuals asked for passage. Hanshue, always the salesman, was quick to act. During the first month of operation he ordered two folding seats installed in the mail compartment, in front of the pilot's cockpit.

On May 23, 1926, Western inaugurated the new passenger service on both its northbound and southbound planes, thereby becoming the first domestic pioneer airline to combine air mail and scheduled passenger service. Four passengers were carried on inaugural day, but Ben F. Redman, prominent Salt Lake City businessman and aviation enthusiast, was first with his down payment on the \$90 one-way ticket. Consequently, the cameras and public mind were centered, then and through the

years, on Ben F. Redman, "The First Passenger."

Close of the year 1926 showed Western with a net profit of \$1,029.21 for the initial eight-and-one-half months of operation. Not much in dollars and cents, but a great deal in precedent. It had now been proven that airlines could be made to pay.

With a sound exchequer and the best performance record in the United States, Western prepared transcontinental blueprints as the Air Age opened in 1927.

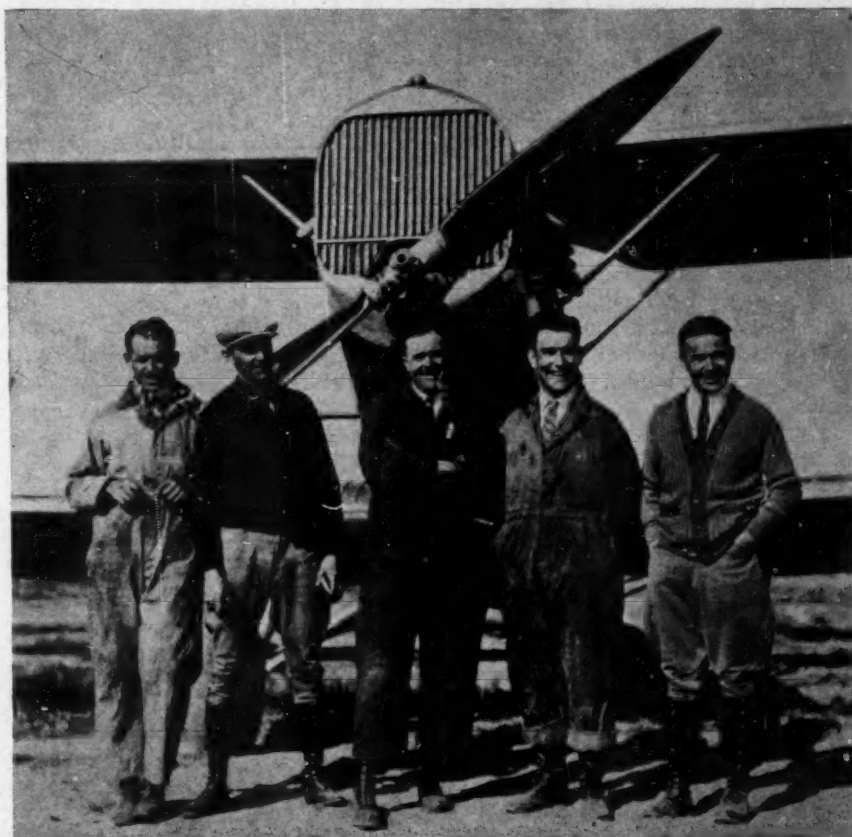
When the airline lost in the bidding during January, 1927, for the San Francisco-Chicago air mail route, biggest plum so far offered by the Post Office department, Hanshue swiftly turned to pioneering other continent-spanning airways. Two developments followed rapidly to bolster these plans. One was Lindbergh's successful flight to Paris, May 27, 1927. The other singled Western out for a particular honor. The Daniel Guggenheim Fund chose it to operate a "model airline" as an experimental laboratory for a study of air passenger traffic. Following the announcement in the Summer of 1927, a loan of \$180,000 was granted toward the purchase of three 12-passenger Fokker F-10 tri-motors for exclusive passenger-express service to be started

between Los Angeles and San Francisco. A pattern was set for transporting passengers by air.

Thirty-seven weather reporting stations were strung between Los Angeles and San Francisco and the most elaborate airway weather reporting system ever devised was set up. Five different routes were surveyed to provide alternate routes. Passengers were treated like royalty. A co-pilot served expensive, packaged meals. Swank limousines whisked passengers to and from airports.

When service started on May 26, 1928, the \$80,000 Fokkers were the last word in passenger comfort, but by 1930 the Fokker F-32, world's largest land-plane, again stole headlines for the Los Angeles-San Francisco run. Carrying 32 passengers and crew of four, and powered by four engines, these giants were many years ahead of their time. Not until a full decade later did a passenger plane of equal size appear on the nation's airlines.

In the 1928-29 race for air supremacy Western absorbed another airline and obtained control through interlocking directorships of two other lines. The Pacific Marine Airways, operators of an amphibious excursion run between Wilmington, California, and Santa Catalina Island, was purchased out-



PIONEERS ALL—Western's original pilots (left to right): Fred Kelly, Jimmy James, Al De Garmo, and Maury Graham. C. C. Moseley, operations manager, takes up the extreme right.



WAITING FOR THE TAKE-OFF—Eager crowds lined up early on April 17, 1926—just two decades ago—for departure of the first mail plane from Los Angeles.

right. Hanshue and other Western officers obtained control of West Coast Air Transport that operated a passenger service between San Francisco and Seattle. In association with the General Aviation Company, Hanshue started Mid-Continent Air Express to operate a new air-route from Denver, through Pueblo and Albuquerque to El Paso. Most ambitious acquisition of all, Hanshue and his business associates bought Fokker Aircraft Corporation of America, later to become North American Aviation, Inc., to command a source of new plane equipment for the Western enterprises.

Transcontinental ambitions were again launched. Spurred by announced plans of Transcontinental Air Transport, an airline backed by the powerful Pennsylvania Railroad, to establish a coast-to-coast route, Western rushed ahead with preparations for Los Angeles to Kansas City service via Albuquerque. Ten Fokker F-10s were ordered to start an eastward service. Over an undeveloped stretch of airway Western constructed \$35,000 worth of beacons, installed radio facilities and weather stations. By June 2, 1929, the bright red Fokkers were operating into Kansas City, establishing Western as the first airline along the projected new mail route.

Determined that the airline should win one of the transcontinental routes, Hanshue hedged against the possible loss of the central route by another purchase. Western took over the Aero Corporation of California and its subsidiary, Standard Air Lines, operator of a passenger-express line from California to El Paso, Texas, directly astride the third contemplated transcontinental mail route.

Western's expansion had been made with proceeds from the remunerative Los Angeles-Salt Lake City mail run. But the cost of gold-plated passenger-express routes had become excessive. Western had to obtain a transcontinental mail franchise or retire as one of

the "four largest domestic airlines."

The Government now took a hand in Western's history, forcing a rift in the airline's family which was never healed. First off, the Watres Bill of February, 1930, gave the Post Office dictator powers over mail rates, route extensions and consolidations.

Calling airline officials to Washington, Postmaster General Walter F. Brown told them he planned to grant Central and Southern route air mail franchises. In particular, he suggested that Western merge with TAT for a central route. And Brown further advised Hanshue to sell out the Southern route, Los Angeles to El Paso and Dallas to American Airways.

The forced merger with TAT brought forth a new company, Transcontinental and Western Air, Inc., in which TAT and WAE received equal blocks of stock.

Although the central transcontinental mail franchise was awarded to TWA on October 1, 1930, this seeming good fortune actually marked the beginning of Western's dismemberment. Its Los Angeles-Kansas City and Los Angeles-San Francisco routes, along with the newly constructed \$1,000,000 Alhambra Airport, were relinquished to TWA.

During the next four years Western lost everything except its San Diego-Los Angeles-Salt Lake City route, its dwindling cash reserves and a handful of faithful employees. Early stockholders were swallowed up by huge aviation holding companies. Other routes were abandoned, sold, or lost to lower bidders at the time of the 1934 air mail cancellations. Finally, the parent company even lost its overgrown child, TWA. Created by Government rule in 1930, TWA was taken from WAE by a new Government rule in 1934—the Black-McKellar Bill—ordering dissolution of interlocking directorates.

On the financial front, a deal was completed on March 3, 1931, whereby General Motors Corporation, through

its subsidiary, General Aviation Corporation, acquired control of Western, and the latter became small fry in a chain of airlines and aircraft manufacturing companies controlled by General Motors.

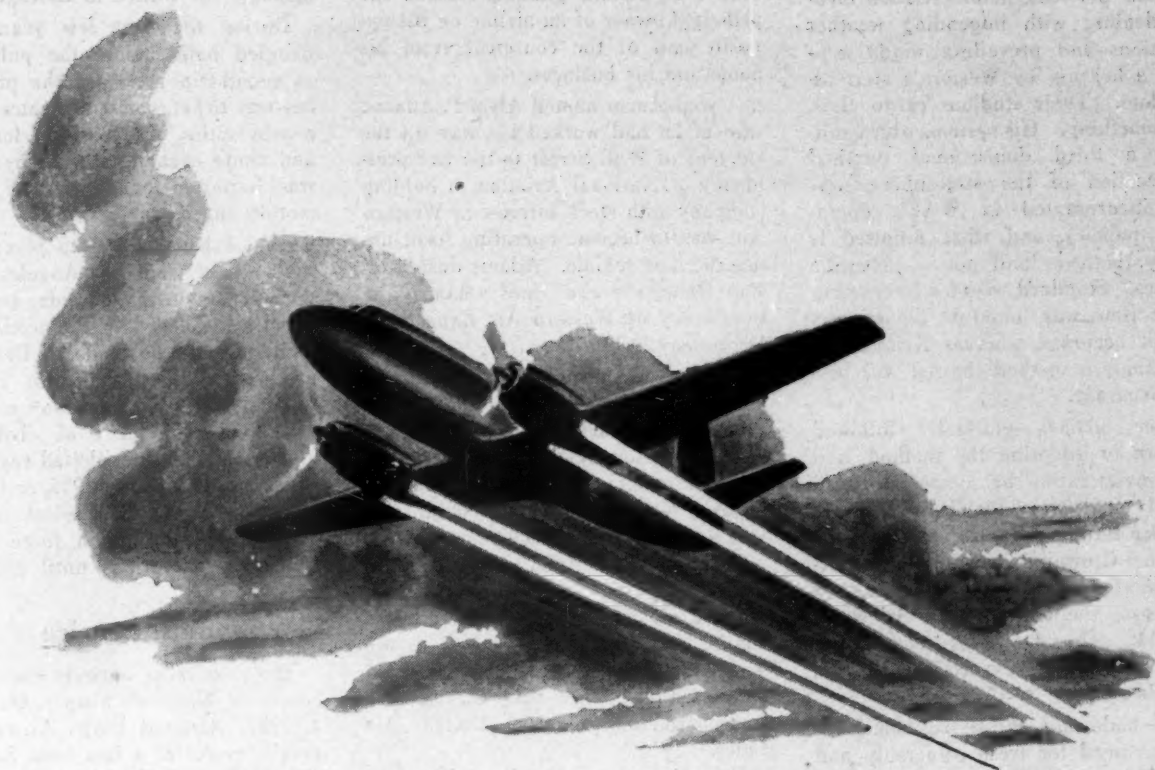
Small as it was, Western still was a going airline on February 9, 1934, when President Roosevelt abruptly cancelled all air mail contracts, on allegations that the airlines, in collusion with Brown and the Hoover administration, had acted to defraud the Government of many millions of dollars. After a dozen Army flyers lost their lives in crashes, the Government effected return of the air mail to private contractors upon new bids, on April 20, 1934. Western was awarded one round trip a day on the San Diego-Los Angeles-Salt Lake run, putting the company virtually back where it started eight years earlier. The company was compelled to bid goodbye to Pop Hanshue near the end of 1934. Death claimed him shortly afterwards.

Science Contributions

Proud chapter in Western's up-and-down history is the record of the company's contributions to aviation science. As early as November, 1928, it was experimenting with two-way radio. Fruition of the research came under the guidance of Herbert Hoover, Jr., son of the president. Joining Western in 1929, after serving with the Guggenheim Foundation, Hoover coordinated his two-way radio studies with Thorp Hiscock, Boeing Air Transport radio engineer. The two men then pooled their results with Western Electric Company.

Because of this close cooperation, two-way radio telephone was perfected for airplane use in 1930. Western spent \$200,000 to equip 29 planes and 17 ground stations with the new equipment. During this period, too, Hoover coordinated research on radio marker beacons and the directional radio compass. The compass, brainchild of G. Kreusi, Swiss engineer, hired by the airline was the basis of the Automatic Direction Finder now used on all commercial and military planes.

The story of what was Western's most valuable, and certainly its most widely publicized, technical achievement had an unspectacular beginning in 1932, when Irving Krick, 27-year-old intellectual, musician and meteorologist, was hired by Jimmy James as a cargo clerk, salary \$110 monthly. Krick needed an airline laboratory to test his weather theories. While studying at California Institute of Technology, he interested himself in an "airmass analysis" weather forecasting technique de-



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In the words of a United Air Lines spokesman, this new Martin development represents, "The biggest step forward in aviation since the all-metal airplane." THE GLENN L. MARTIN COMPANY, BALTIMORE 3, MD.

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APRIL 1946—PAGE 35

veloped at the Geophysical Institute in Bergen, Norway.

It was not long before Krick's theories dealing with impending weather conditions and prevailing winds were given a hearing by Western's alert officialdom. Their studious cargo clerk had something. His system, which provided a third dimensional, vertical cross-section of the atmosphere, was soon incorporated in WAE's operational policies, and what followed is history, both in and out of scientific volumes. Standard weather forecasting at the time was found to be only 65 percent accurate, whereas Krick's air-mass analysis method showed 96.1 percent accuracy.

Other airlines gradually followed Western in adopting the method, and after investigation by a special Presidential committee, the United States Weather Bureau likewise embraced the system. Crowning recognition of air-mass analysis perfection was its use in forecasting the weather for D-Day, June 6, 1944. The date was selected by Krick and other experts, using the analysis system.

Foreshadowing Western's comeback was the need for fresh ownership and re-organization to mesh with Government airlines rulings. Into this wedge moved a wealthy coal mine operator, William A. Coulter of Greensburg, Pennsylvania. Having followed several aviation ventures closely, Coulter was ready to enter the field himself. When National City Bank told Coulter that General Motors was in the mood to sell its Western Air holdings, this represented the investment opportunity for which he had been waiting. Thus, with the purchase of all but a fraction

of General Motors' stock, a quiet, soft spoken man with white hair and sharp blue eyes behind glasses, became the principal owner of an airline on the opposite end of the continent from his home and his business.

A young man named Alvin P. Adams, who at 29 had worked his way up the canyons of Wall Street to the vice-presidency of National Aviation, a holding company with stock interest in Western Air, was to become operating head under the new regime. Adams dusted off Pop Hanshue's chair and assumed the presidency of Western Air Express on December 29, 1934.

Most of Western's assets at the start of Adams' regime included a ruinously low mail contract from San Diego to Salt Lake, four Boeing transports, five radio stations and a minimum of ground facilities. On the debit side was a net loss of \$153,000 for the year 1934. A realist, Adams felt the little airline was now only a spur in the reshuffled air map. Initially, Western's chance for survival depended on the degree of efficiency with which it could act as a link at Salt Lake City for the transcontinental carrier, United Air Lines.

Following this reasoning with thorough consistency, he dovetailed Western's schedules with United's, arranged for through tickets, joint offices, put stewardesses on the planes even as United, and used the same type of Boeing transports as the cross-country line. Next came the problem of persuading the public to fly. In common with other air carriers, Western's planes were flying half-loaded.

To head the passenger drive Adams needed a competent and experienced

optimist. He found those qualifications in Thomas Wolfe, 34-year-old district manager for United in Chicago.

During the next few years, Wolfe dangled baits before the public such as round-trip rates for the price of a one-way ticket, commuter rates between nearby cities, free passage for babies, and trade exchanges whereby a ticket was bartered for advertising or promotion space.

First expansion was to plan a circle route direct from Los Angeles to Denver, via Las Vegas, Nevada, and Grand Junction, Colorado. Connections with United would be made at Denver. It would provide the fastest transcontinental run. The highway of the air was to be the first of civilization's arteries in this unexploited region. But it was not to come in 1936, or for many years thereafter. Technical and legal problems of the virgin route held up scheduled operations until 1946.

North-South Service

The next move entirely changed the course of Western's history. On August 1, 1937, National Parks Airways, pioneer operator of a line from Salt Lake City to Great Falls, Montana, via Pocatello, Idaho Falls, Butte and Helena, was purchased. With one stroke of the pen, Western had been turned from an adjunct of a transcontinental airline to a regional North-South carrier, stretching nearly from the Mexican border to the Canadian line.

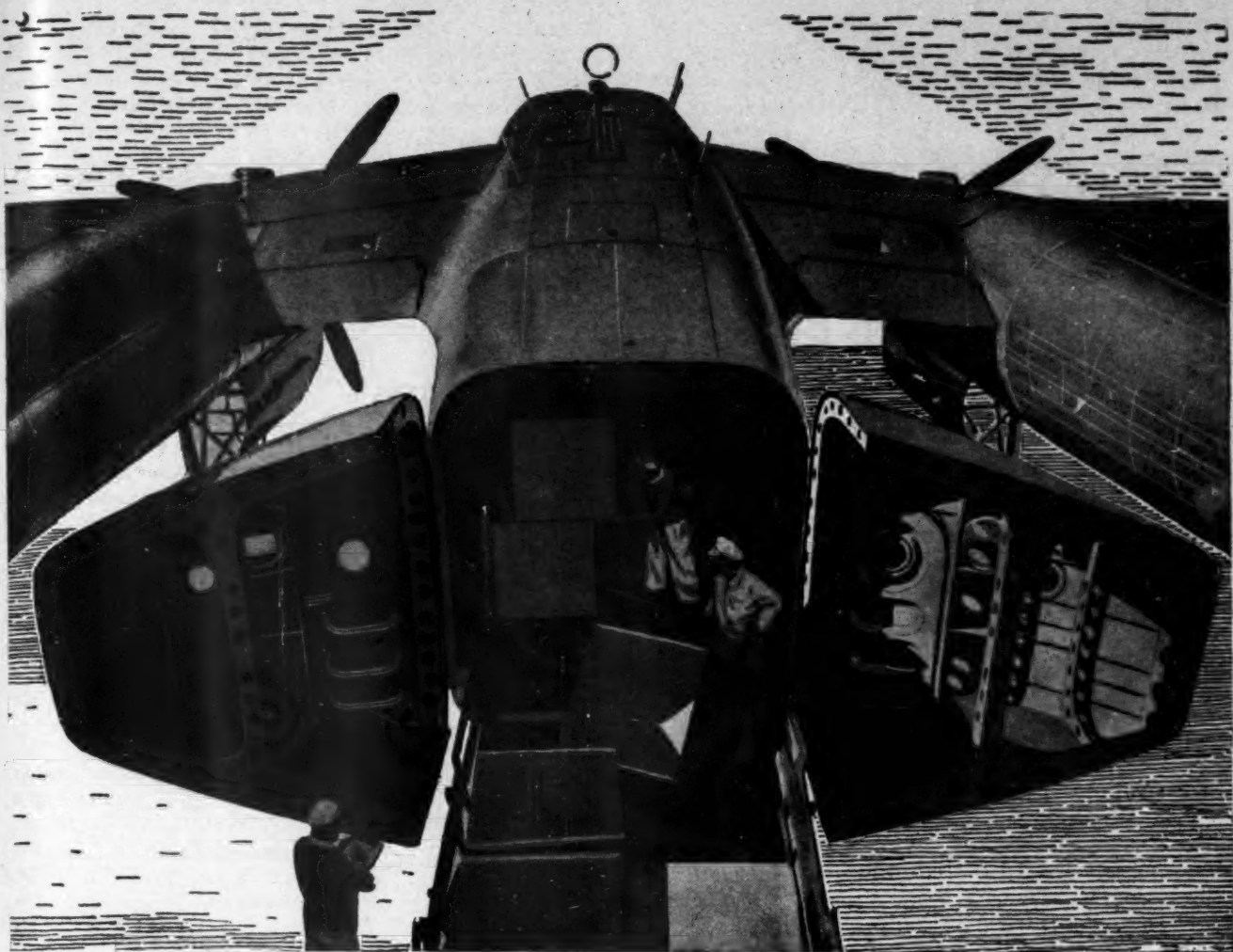
The cozy arrangement Western had worked out with United gradually grew into a profitable family affair. All went well until the idea of legitimatizing the relationship crept into the council meetings. Western's majority stockholders first broached the question of bringing both lines under one ownership. Shy at taking the initiative in such a delicate matter, the big United clan were quick to agree to the suggestion.

It looked like a happy solution until Western's minority stockholders objected to the whole arrangement. Adams, who had originated the cooperation, was strongly opposed to the merger. Out-voted by his own majority stockholders, Adams stepped out as president. Then he gathered the minority stockholders into a compact pressure group to fight the issue.

A far broader test was to be used to decide the contest. An airline's continued existence was no longer a matter to be decided only by stockholders. While the merger fight was brewing, a new and progressive philosophy of air carrier regulation had become incorporated in the law with the passage of



FAIR EXCHANGE IN WINTER—The mail must go through. Snow on the ground is piled inches deep as bags of mail are shifted from one plane to another at Denver. Western first served this city on December 10, 1927, continuing until the air mail cancellation in 1934.



YOU'LL SHIP IT B.F.B.*

with Packet-Proved Economy

More of your freight will be sped ***By Flying Boxcar** in the age of "flying freight" which is now at hand for an air-minded nation.

For Fairchild ingenuity in design and engineering has wrapped up in the cargo-carrying "Packet" the essentials for successful air freight operations—speed, economy, low-cost maintenance and operation.

The "Packet" is the first airplane designed *specifically* to carry cargo. Its low direct operating costs of less than 7 cents a ton-mile for a 500-mile trip challenge rates for other forms of cargo transportation!

The 1946 model of this Army Air Force-proved freighter incorporates all the latest improvements in design and construction. Electrically operated landing gear,

exhaust heating of wings, tail and fuselage, excellent stall characteristics are but a few of its advanced features.

Carrying up to 9 tons of freight in its unobstructed, box-like interior, the "Packet" can be loaded and unloaded with ease through split-tail doors at the rear. These open up to the full width of the fuselage. A forward cargo door permits quick access to "up-front" freight, and the horizontal floor, studded with recessed tie-down rings, is at convenient truck floor height.

In the "Packet", cargo operators and prospective cargo operators have a plane ready-made for their purposes. Like all Fairchild products, it offers "the touch of tomorrow in the plane of today."

Write for complete details on the "Packet" today.

Fairchild Aircraft

Division of Fairchild Engine & Airplane Corporation, Hagerstown, Maryland

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the Civil Aeronautics Act of 1938. For the first time in the history of the country, aviation had been given a sound legal framework that aimed toward both promotion of air transportation and economic development of the regions served by air.

The CAA found that the regions of the West needed an airline whose interests were identical with those of the farmers, business men, ranchers, and miners. Western, born and nurtured in the West, would be more alert to these regional needs than a transcontinental line servicing the heavily populated East. The CAA denied the application for a merger. Western remained independent.

Three months before the Government's final decision on the merger, William A. Coulter, owner of the largest share of Western stock, took over the presidency, on March 11, 1940. He now assumed a direct interest in running the airline. Ownership was wedded to operations. And Coulter's operating team, long in airline experience, was to lead Western gradually into the sanest, surest expansions of its history.

There was Leo H. Dwerlkotte, executive vice president, to call the plays. Literally, he knew the company's every heart-beat, having joined Western as a 26-year-old accountant in 1929 and risen to vice presidency a decade later. There was another quiet, capable veteran of Western's ups-and-downs, Paul E. "Pat" Sullivan, as company treasurer and later a vice president as well; Thomas Wolfe in traffic and Jimmy James in operations with J. J. Taylor as treasurer.

Tailwinds came again to Western. The upward flight was on. By August 20, 1940, Western's sleeper planes were landing in New York City—the first interchange of equipment in airline history. For in accordance with the CAA's merger decision, United and Western were cooperating to furnish through sleeper service from coast to coast.

By December 5, 1940, Western knew it was an international carrier. In granting the company 170 route miles, the CAA extended Western from Great Falls, Montana, to Lethbridge, Canada, where connections were made with the Dominion's airlines and the all-important inland airway to Alaska.

With the New Year, Western moved out of United's house. Joint traffic, ticket, advertising and publicity offices were separated. Western opened its main traffic and reservation offices on Los Angeles' "Transportation Row." Uniforms, formerly gray in color like United's, were changed to snappy brown. The banner, *Mainliner*, painted



OVER THE ROCKIES—A four-motored Douglas Skymaster highlights the type of equipment flown today by Western Air Lines. The airline has 23 such planes on order.

across the fuselage of Western's sleepers, was rubbed off. WAE's fleet of planes was to be known as *Arrowliners*.

No tiptoe, Ted Cate, advertising manager, urged that the sacred name of Western Air Express, the oldest in America's airline history, be changed to Western Air Lines. Cate argued that time had changed the connotation of "express"; the public now thought the airline was purely a cargo carrier. The name was legally changed to Western Air Lines on March 11, 1941.

On December 7, 1941, WAL went to war. In company with all the nation's air carriers, it came face-to-face with military necessity that very first day when planes were requisitioned to fly desperately needed ammunition to the Pacific Coast.*

As the nation geared itself to war, tasks for the country's airlines followed an orderly pattern. Organization of the Air Transport Command was the solution. From the airlines came large number of pilots, technical and traffic personnel to staff the globe-girdling aerial supply line. In turn, the ATC called on airlines to fly cargo and military personnel on a contract basis.

Tough Route

Assigned to Western was a tough yet natural contract—the 2,000-mile route from Great Falls to Fairbanks, Alaska, with branches to Anchorage and Nome, via Edmonton and White Horse, Canada. Into uniform went many of airline's "million-mile" pilots, operations men, and registered nurse stewardesses plus every district traffic manager, to supply the armed forces with badly needed experts. Into the olive drab camouflage of Army transport planes went two-thirds of the company's air fleet to supply the military with a pool of effective cargo carriers.

*See *Your Airlines, Gentlemen*, May, 1945, AIR TRANSPORTATION.

On the home front Western dug into the big job ahead. More schedules were operated with fewer planes; green personnel were trained for every phase of the business. Military contract flying both in this country and Alaska had top priority.

From June 16, 1942, to August, 1945, Western executed its contract for the ATC. Now that the shooting is over and military secrecy no longer cloaks the dual fight against Jap and weather in Alaska, the record literally shouts how the airline fulfilled its pact.

Underscoring all statistics is a perfect safety record—not a plane or pilot or valuable cargo lost. And 25½ billion pound-miles were flown to carry more than 22 million pounds of cargo. Passenger-miles covered for the ATC totaled 67,389,516 miles.

They faced the Winter of '42, which according to sourdoughs was the worst since '98. Airports were still dirt strips; there were no radio navigation facilities. Sleeping bags aboard the planes gave pilots a slim hope of catching up on sleep.

Gasoline hoses snapped like glass. Plane heaters proved totally inadequate against the Alaskan cold. More than one Western flyer lost chunks of skin when fingers froze to frost-covered instruments. On the ground mechanics worked in constant danger of frostbite. These boys not only kept the planes flying in zero weather, but fought squadrons of Alaskan mosquitoes in the Summer. Instrument flying was the usual, not the unusual procedure. Anywhere from 30 minutes to seven or eight hours were normally flown blind.

After the Winter of '42, pioneering ended. Huge airdromes were completed on perfected landing fields. The network of emergency fields now available surpassed the facilities of the original so-called airports. Radio range installations dotted the airway.

Tripling route mileage, WAL went through its greatest expansion of mail-passenger service during the period 1941-45. Contrary to the history of most essential war industries, this growth had little to do with the war. Instead war held in abeyance utilization of the major potentialities of the new routes.

Western's blueprints to serve the West were laid before the CAB in formal applications. Starting with a request for 4,880 additional miles in 1941, the airline upped the total to 15,092 miles by 1943 and 24,385 miles by 1945.

By the end of the war the CAB had granted an additional 2,785 route miles. This increased Western's total mileage from 1,411 miles in 1941 to 4,196 in

(Concluded on Page 43)

AIR--X--PRESS

SPRING SONG

Time clicks on . . . nature awakes its chilled bones in May sunshine . . . birds chatter from telephone wires . . . and overhead, the crowning evidence of spring—Bermuda buds speeding in on powerful wings of air express . . .

There's more than springtime romance to the business of hauling cargo over the air lanes of the world. When the Air Express Division of Railway Express Agency handled in 1945 more than two million flying shipments in one year, that was the tipoff—the Fastest form of commercial transportation was climbing to new records in the peacetime world.

Here is the story in a few figures: Air express shipments handled: 1939, about 870,806; 1943, about 1,543,729; 1945, about 2,165,132.

HEARTS AND FLOWERS

Said the bothered young chap to the florist, "I've got to get an orchid to my girl in New York." So, an hour later, from the West Coast a love-laden orchid was winging east. When the express messenger arrived at the girl's hotel, he was informed she had just left for Boston. Racing to the station, he had the girl paged and delivered the flower through the window of the departing train.

But even in the spring, flowers and sentimental gift packages are only the minor part of air express traffic. Machine parts, industrial equipment, household appliances, store merchandise, style goods, drugs, printed matter, perishable foods, electrotypes—these form the bulk of the daily payloads that are breaking air express records.

FOR EXAMPLE

The ex-fighter pilot had been up for a hop over the countryside in his newly bought light plane but now he was down near an old farmhouse with a busted magneto. A hurried wire to the plane manufacturer in the midwest brought a replacement part by the next morning. He had effected this miracle with the four words of guaranteed top speed delivery, "Send it air express."

Whether it's seven foot porcelain insulators to keep a mine in operation, streptomycin to save a mother's life in England, or the sample of a new model of strapless evening gown flown south to buyers to beat competition, air express is chosen as the mode of transportation because it "gets there first."

THE FASTEST WAY

The hobo took a long yawn and defined progress. "It's putting one foot in front of the other," he said, "till someone gives you a ride to somewhere." This was not the philosophy of the news photographer. His pulse pounded, "Hurry, Hurry, Hurry," as he shot the tornado-torn area of Montgomery, Ala. He had a deadline to meet. There was only one way to get his pictures to his Bureau at Atlanta. He drove into the parking space before the local Railway Express Agency, jumped from his car and yelled, "Send these air express!"

Pioneer in the field of air shipping, Railway Express Agency through its Air Express Division operates a coordinated system of air and surface facilities. Trains, trucks and aircraft are synchronized through carefully worked out schedules to effect forwarding and delivery of shipments with the greatest speed and dispatch. Express service is offered through 23,000 offices strategically placed throughout the country, of which 375 are in airport cities.

(Advertisement)

Air Express Goes Everywhere *FASTER!*



Rates slashed 22%—now more than ever, a money-making "tool" for every business

No matter where you do business, even in the smallest town, the speed of Air Express is at your service — between thousands of U. S. communities and scores of foreign countries.

Yes, when "getting something fast" means better serving a customer or clinching a deal, keeping a factory open and men at work — Air Express more than pays its way. It's a money-maker.

Specify Air Express—Better Business Buy Than Ever

RATES CUT 22% SINCE 1943 (U. S. A.)					
AIR MILES	2 lbs.	5 lbs.	25 lbs.	40 lbs.	Over 40 lbs. Cents per lb.
149	\$1.00	\$1.00	\$1.00	\$1.22	3.07c
249	1.02	1.10	1.20	1.48	3.21c
349	1.07	1.42	1.84	2.14	3.35c
1049	1.17	1.98	2.48	2.78	3.70c
2249	1.45	3.53	4.63	5.34	4.61c
Over 3330	1.47	3.68	4.82	5.47	4.68c

INTERNATIONAL RATES ALSO REDUCED

In the face of rising prices, Air Express rates have been slashed 22% since 1943, saving business millions of dollars. And rates include special pick-up and delivery in all principal U. S. towns and cities — with fast, co-ordinated air-rail service between 23,000 off-airline points. Service direct by air to and from scores of foreign countries in the world's best planes, giving the world's best service — at lowered cost.



Write Today for new Time and Rate Schedule on Air Express. It contains illuminating facts to help you solve many a shipping problem. Air Express Division, Railway Express Agency, 230 Park Avenue, New York 17, N.Y. Or ask for it at any Airline or Railway Express office.

Phone AIR EXPRESS DIVISION, RAILWAY EXPRESS AGENCY
Representing the AIRLINES of the United States

AIRDOM



*By Richard
Malhin*

(Trade Mark)

REYNOLDS ON PLANES

QUENTIN Reynolds, who is one of this country's better-known foreign correspondents, and who currently is imparting his sizzling views over the Mutual Broadcasting System's national hook-up, is a spoiled air traveler—spoiled, we say, because ... well, here's the way he put it to us:

"Since the war began, the Army has been very good about sending us around the world via plane. Looking back to 1940, it seems to me as though I were always getting into a plane or getting out of one. With shudders, I remember flying from Prestwick to Moscow in the bomb bay of a *Liberator*; I remember such ghastly flights as the one from Accra to Cairo in a bucket seat, and the temperature howling at 120 degrees ..."



Quentin Reynolds

We can well understand Reynolds' horror for bomb bays and bucket seats—we can even sympathize with him, having been pinched in the wrong places by the same—but we rebel at his intimation that all air travel is the same. Now, we strongly suspect that the author of *The Wounded Don't Cry*, *London Diary*, and *Don't Think it Hasn't Been Fun*, is holding a frolicsome tongue in cheek. He knows how it is to fly in plush; and, according to his own admission, continues the "habit" of flying.

Reynolds told us the story of the

time he spent a month in Hollywood and then had to return.

"I told the porter at the hotel to get me transportation to New York," he said. "He did—by plane. I was halfway to New York before I remembered to get indignant."

Tsk. Tsk. More than 1,200 miles away from the movie capital before indignation set in. Reynolds, of course, forgot to mention that the plane brought him to New York in a fraction of the time it takes by ordinary means. Indignation on a plane doesn't last long; the engines turn over too fast for that. But let a man's ire rise on a train some 1,200 miles from his destination (and this writer is that kind of a man), it's liable to take on an apoplectic hue.

Reynolds isn't entirely sold on the idea that air travel will make for better understanding among nations.

"Have the Olympic Games ever helped better international relations?" he shot back at us.

But he thinks that if we sent the every-day commodities of our life to the European countries, the effect would be far better. It is at this point that we respectfully suggest the cargo-plane to Quentin Reynolds. He probably will agree that the faster we get our peacetime goods into the stricken lands—foods, refrigerators, sewing machines, wearing apparel, etc.—the more responsive will be those on the receiving end. Transatlantic air cargoes are no longer the novelty of a few years ago. The plane can do for the people of the European countries what the ATC did for the Army.

The State Department has been in for a great deal of criticism because of its sale of surplus C-47s to Spain and Argentina. Reynolds knows about this, and we asked him how he felt about it.

"The way any American feels," he said, "is that it is the most disgraceful thing we have done since we sold our defunct railroads to Japan."

And what about Russia? we asked. Did he think that a civil aviation agreement with that country was possible if current differences are settled? Reynolds had an answer for that one, too:

"I spent 10 months in Russia during the war and left knowing no more about the intricate, unfathomable mind of the Kremlin than when I arrived. This is a question that should,

of course, be asked of those who have never been to Russia, and therefore can form glib opinions on anything Russian."

Well, that's Quentin Reynolds, the correspondent who is down on planes because bomb bays and bucket seats have been his lot for five long years. But we'd like to have a dollar for every mile he will fly in the future—in roomy, noiseproof aircraft with lounge, cocktail bar, plane-to-shore telephone, fluorescent lighting, and motion pictures, cruising at speeds from 300 to 400 miles an hour.

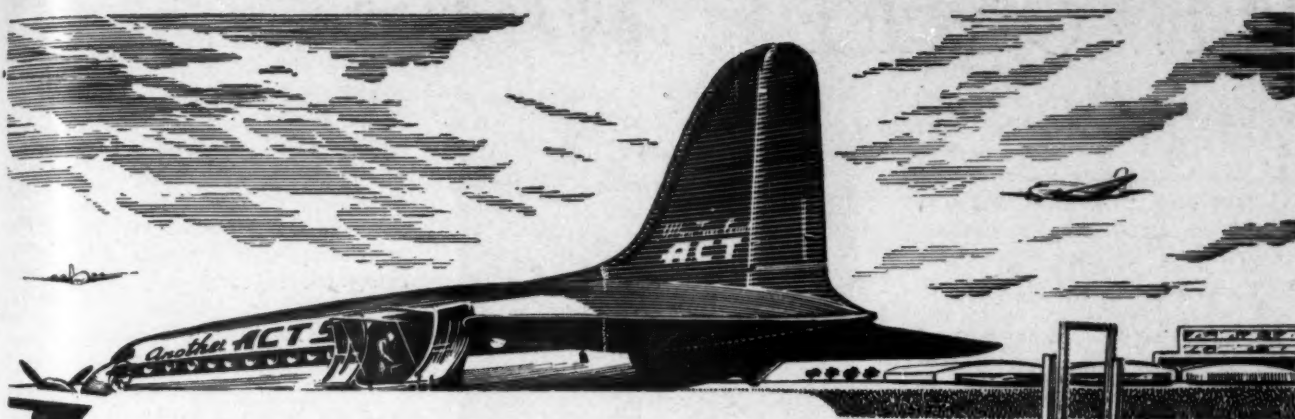
Midland, U.S.A.

(Continued from Page 9)

number those in our town who will ever travel by air. We could use this service right now while waiting for the development of the national airport program and a short-haul air transportation system.

It will perhaps bear stressing again that while our citizens are potential customers of short-haul air transportation, we are also taxpayers. As much as we are convinced not only about how much we will have to put up locally, but also how much it is going to cost the Government, because we believe that short-haul airlines, except in rare cases, are going to require financial assistance from the Government in the initial stages of their development. Some needless apprehension has been expressed over this matter. The taxpayers shoveled out millions to create our present air transportation system, and it proved a good investment. We can't afford to be parsimonious now when the benefits for which millions of us have been taxed, but never received, are within our reach.

I am conscious of the problems concerning those who are planning to enter this field of transportation. I have tried to outline some of the things which I think prospective customers will expect. Perhaps the cost of this service may ultimately prove prohibitive. Some practical operation problems which we do not now visualize may prove insurmountable. While I am an optimist on the subject, short-haul operators admittedly are facing a colossal job. The development of local transportation is going to require more ingenuity, enterprise, brains, and effort than was ever required for the development of our trunk line system, but I am confident that we have in this country today the men and resources to do it—and if it is done, and done right, the customers will be there.



SERVICE FOR SALE

To move your goods *where* you want them, *when* you want them—*at low cost*—that's what we mean by ACT service. That's what we're selling, purely and simply.

Actually ACT is streamlined in two directions. First, it saves *whole days* from your shipping time. Second, it cuts large chunks from your costs.

These two vital economies are made possible because ACT is an unusual shippers service organization. It is an *all cargo*, complete charter service—with 24 hour meteorology and maintenance facilities—designed and geared to fly your freight anywhere, with delivery *when* specified by you.

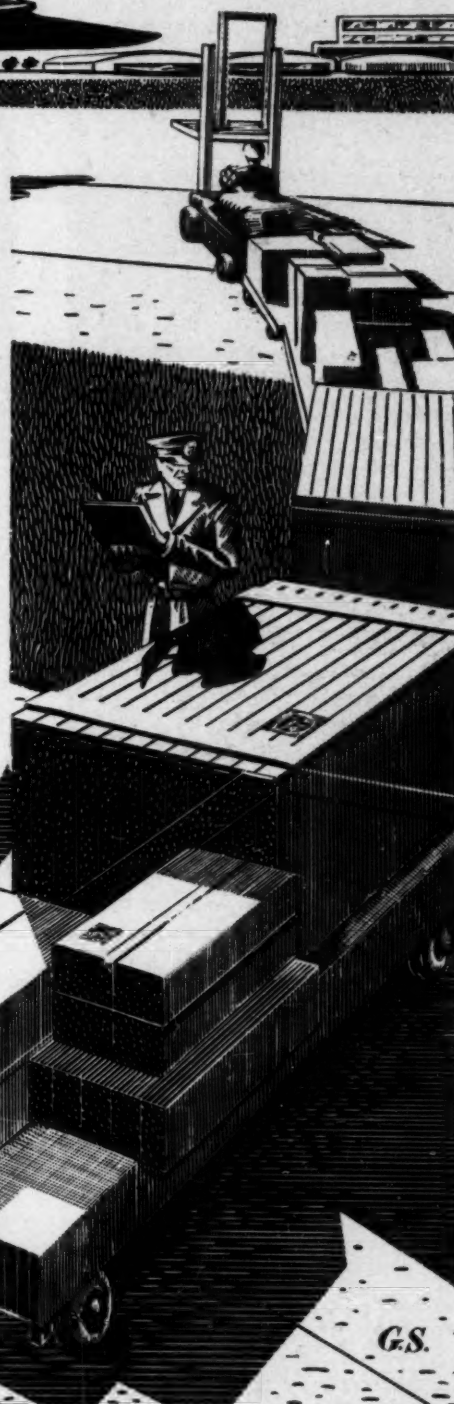
Important, too, is the fact that ACT is an *all-inclusive* service. Your freight can be practically anything — from dresses to newspapers — from vegetables to heavy machinery.

Of course, a service of this scope and economy is built around a carefully chosen staff of competent, fully experienced men. These men have proven themselves flying and servicing both military and commercial cargo. Their training, ability and equipment are the best.

This is the type of service that is at your disposal when you ship — the ACT way.

W. R. P. P. P.

PRESIDENT



WHEN TIME COUNTS... ACT



AIR CARGO TRANSPORT

CORPORATION — A CHARTER CARRIER
EMPIRE STATE BUILDING, NEW YORK 1, N. Y.

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DAWGS FLY TOO

TOP-FLIGHT show dogs from all parts of the nation are strutting their stuff at an increasing number of major shows with the inauguration by United Air Lines of its special canine service on *Mainliners*, *Cargoliners* and charter trips.

Already dogs have been flown to many shows, including two of the most important events of the year—the Westminster Kennel Club Show in New York City, and the Cleveland Classic



Dog Show. In addition, individual animals have been transferred by air from New England to the Far West, from Midwest kennels to new homes in Seattle, Los Angeles and San Francisco; and the scope of the new service is increasing daily.

Immediately following operation of the world's first *Canine Special*, from Chicago to the Westminster show in February, owners, handlers and editors of animal publications expressed their hearty approval of the new method of transportation. Will Judy, publisher of *Dog World Magazine*, predicted extensive use of planes for transfer of animals from one part of the country to another. And Larry Downey, one of the ace handlers in the business, is currently covering all major shows by air, shipping his dogs via United.

On the initial *Canine Special*, owners, handlers and dogs all traveled in the same chartered *Mainliner*. Five champion dogs were carried in the forward cargo pits. The passengers received complete *Mainliner* service, including a special "canine luncheon."



OFF TO IDAHO — Passenger Agent Pauline Telfer turns over Silver Sun, 10-week-old Weimaraner puppy, to Cargo-man Bill Davis. UAL flew the dog from Boston to Boise.

BEAUTY AND THE BEAST—Stewardess Marge Ebert of United Air Lines poses with a champion boxer flown from Chicago to compete in the Cleveland Classic Dog Show. Two cockers are shown in their shipping crates.

For the Cleveland show in March, six dogs were crated and shipped from Chicago in a *Cargoliner*. Handler Downey flew on a regular *Mainliner* flight, and was on hand to take care of his charges when the *Cargoliner* landed in Cleveland. At both New York and Cleveland, motor transportation was available at the fields to transfer the prize animals to the scene of the shows.

Dogs are an easy air freight item to handle, according to Edward A. Krumwide, head of the Dog Shipment Division of United's Air Cargo Department. Once aboard the plane, they need no care while in the air. Flying time generally is short enough to be "between meals" for the animals, eliminating the necessity for carrying specially-prepared food and water. The dogs, Krumwide said, have proved to be excellent fliers.

Handlers are particularly pleased with the new service because it allows them to train dogs at the home kennels almost to the day of the show. Transportation thus becomes a minor,

instead of a major, problem for exhibitors.

Shipping crates for the animals may be of any size, but the maximum dimensions for crates aboard *Cargoliners* cannot exceed 23 x 44 x 80 inches, or 20 x 24 x 44 inches aboard *Mainliners*. The latter are twin-engined planes accommodating both cargo and passengers, while *Cargoliners* are twin-engined planes stripped of interior equipment to carry only freight, express and mail. In the near future, as more four-engined *Mainliners* are added to United's coast-to-coast route, there will be an increase in the size of crates that can be carried by air.

In some cases, chartered *Mainliners* are fitted with special portable pits, eliminating the necessity for crating. These pits, in the forward cargo space, are installed in less than 10 minutes. Currently, these planes have a capacity of 12 dogs in the pits. Care is taken that normal temperatures are maintained throughout all flights carrying the animals.

Shipping rates are low enough to be within the reach of all dog owners and breeders. For example, a 12-week-old Weimaraner puppy, one of the rarest breeds of dogs in America, recently was flown by United air freight from Boston, Massachusetts, to Boise, Idaho, for only \$8.12. A dog weighing 25 pounds crated, can be sent from Chicago to New York for only \$3.15, or from Chicago to Washington, D. C., for as little as \$2.49.

United is prepared to ship dogs by air express or air freight to and from 54 cities from coast to coast. Universal pickup and delivery is included under air express, and at most major cities when shipping is by air freight. In addition, some terminals have ready-built crates on hand for the animals.

Most of the show dogs being shipped represent a considerable investment on the part of owners. Free insurance up to \$50 is available with the service and additional insurance, at the rate of 10 cents per \$100 valuation, can be arranged for at the time of shipping.

Most states require health certificates before animals may be shipped. Regulations also stipulate that animals must be harmless and require no special attention; and that crates must be well constructed to prevent escape and to protect cargo handlers.

Larry Downey has been prominent among handlers in accepting air freight as the ideal method of transporting show dogs. Besides being one of the best known men in the business, the former GI gained considerable international fame when he brought one of the most famous European show dogs from Germany to his home in Glen-

view, Illinois. Since the New York Westminster show, Downey's lead in using air freight is being followed by increasing numbers of handlers in all parts of the country. He has mapped plans which will enable him to cover shows in the East and West, despite the proximity of exhibition dates, using air transportation exclusively.

Although show dogs present the more spectacular phase of animal transportation, there is a more routine use of air freight by kennel owners and breeders. Intersectional dog sales are being stimulated, and new owners are receiving their dogs swifter and in top condition.

20 Candles for Western

(Continued from Page 38)

1945—a 460 percent jump from the dark days of 1934.

Biggest leap in route-miles came with the purchase of Inland Air Lines, October 7, 1943. Inland's 1,200 route-miles extend through the back country of Montana, Wyoming, Nebraska and South Dakota to form important feeders that eventually may be turned into trunk lines.

Oldest and hardest fought battle for a new route was won by WAL on November 14, 1944. The prized direct air route between Los Angeles and Denver was granted Western by the CAB.

Vital as were these additions to the airline's system, Western hoped they were but the strong roots for a quadrupled postwar service. Its ambitions, filed with the CAB, aimed at a vast enlargement of its domestic system, international extensions of its North-South route, and a transpacific service to Honolulu.

Domestically, the pattern seeks to extend the Pacific Coast service from San Francisco to Seattle; to extend service to El Paso and Fort Worth-Dallas; to put the Inland routes into populous centers such as Chicago, Rochester and Minneapolis, Minnesota; and to develop direct air service through most of the Western cities, large and small.

Outside the Continental United States, the airline looks northward to Alaska via both the inland route from Lethbridge through Canada, and from Seattle to Nome and Fairbanks, over the coastal airway. Southward WAL is seeking a route from Los Angeles to Rio de Janeiro and Buenos Aires, via Mexico City and the Canal Zone.

Twenty million dollars is tagged for postwar equipment to operate the present system. Thirteen Douglas DC-4 Skymasters are being groomed for daily service. Costly and luxurious as the

DC-4 price tag of \$500,000 per plane, the Skymaster is now flying between Los Angeles and San Francisco.

And by the time of Western's twentieth birthday this month, the giant Douglas planes will launch operations on the Los Angeles to Denver airway. When the Douglas DC-6 rolls off the production line, WAL will have ten of the larger and faster four-engined planes, each valued at \$630,000.

At war's end 1,388 employees were on the company payroll; by February 1, 1946, there were 1,898; and this month the total will pass the 2,000-mark. Veterans of World War II, eager to become part of the Air Age, form the majority of people entering the airline's employ. Their future becomes part of a rugged pioneer that can take it on the chin. Then come back for more.

From scratch on April 17, 1926, with six Douglas mail planes and 15 employees, to top perch in aviation's first era, to humble beginnings again in 1934, to \$20,000,000 for airplanes and 2,000 employees in 1946, Western Air Lines is in full flight.

Air France Opens New York Offices

Air France has opened its New York traffic offices at 610 Fifth Avenue, according to an announcement made by Henri J. Lesieur, general manager in North America. He said that transatlantic service between New York and Paris will be inaugurated as soon as possible following the delivery of Lockheed Constellation and Douglas Skymaster equipment. A fleet of 13 Constellations, 15 Skymasters, and an undisclosed number of Skytrains for its transatlantic, European, African, and Near and Far Eastern services, has been ordered.

Air Shipping and Air Travel Boom in Spring Is Anticipated by Braniff Airways Officials

Braniff Airways is preparing for the expanding volume of peacetime air travel that will result from addition of 56-passenger Skymasters to its fleet this Spring. In step with the march of events, the Dallas-based airline is giving its traffic department a complete overhauling.

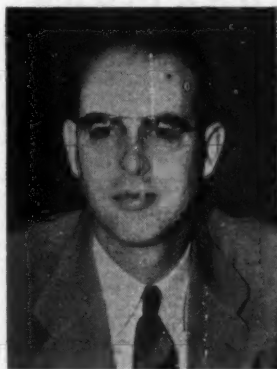
Included in the reorganization are the addition of two new executive positions on the general traffic office staff, creation of a fourth traffic division embracing eight cities served by Braniff in four states, and enlargement of the four division office staffs by addition of reservations and cargo managers to each. Also announced was the establishment of traffic representative positions and the creation of a corps of flight pursers to supplement the Braniff hostess staff in providing service aboard the luxury liners.

Appointed to the general office executive posts are Paul D. Niles, sales promotion manager, and A. S. Aldridge, passenger service manager. Formerly traffic executive and director of research, Niles will head the airline's promotional activities. Aldridge, Army Air Force veteran with a 14-year background in commercial aviation, was formerly traffic manager at Houston and Memphis. His new appointment places him in charge of all ground and in-flight

phases of Braniff's passenger service. Douglass Wood, Air Force veteran and former Dallas district traffic manager, assumes the Central Division managership, covering traffic activities in Dallas and Fort Worth, Texas; Oklahoma City, Tulsa and Muskogee, Oklahoma; Fort Smith and Little Rock, Arkansas; and Memphis, Tennessee. Those appointed to the eight new cargo and reservations posts at the division offices in Austin, Denver, Chicago, and Dallas, have not been announced.

Eligible for the traffic representative position will be college-trained men between 21 and 26 years of age. A 36-week "on-the-job" training course will be given each representative in all phases of airline activity including instruction in city ticket office, reservations, airport station, and general office functions and procedures.

Flight pursers must be between the ages of 21 and 24; range in height, from five feet and eight inches to six feet and have completed at least two years in college. Based in Dallas, they will fly from 85 to 100 hours per month over all routes of Braniff's system. After a year of flight experience, they will be eligible to transfer into other positions with the operations, traffic, or treasury department.



Paul D. Niles



Douglass Wood



A. S. Aldridge

IT'S AN *Air* WORLD

[REG. U. S. PAT. OFF.]

By L. A. GOLDSMITH, *Economic Analyst*, AIR TRANSPORTATION

Pan American Works At Furnishing Suitable Air Travel for Masses

ARRIGO RIGHI, director of Latin American relations for Pan American World Airways, recently addressed an audience of New York advertising women. In his talk, Mr. Righi stressed the fact that PAA was at work blazing new air trails for better and increased travel in both directions of this hemisphere. We of North America will be given more and more opportunities to visit our Southern neighbors, and the peoples of all the Latin American countries will be encouraged to pay us many more visits via the air routes.

From the present standpoint of those in the United States who use the airlines for travel abroad, it is obvious that top-flight businessmen are already very much sold on the idea of saving time as well as money by air travel.

People who have money to spend for glamorous vacations also do not hesitate to take advantage of air travel. They are those who used to take long and leisurely world cruises via steamship lanes — Mediterranean trips and European tours two or three times a year. As a matter of course they would be ready and willing to embark on all kinds of air travel just as soon as the space and the countries are available.

Even now the moderate all-expense air tours under discussion for Europe and the Pacific are not within the reach of everyone. In the majority of cases such trips would be suitable for those with more than the average time and money. These all-expense trips would hardly fit in with the vacation budget of the middle-class family with a desire to spend a month doing something different than vacationing at the usual seashore or mountain resort. Would they go for a tourist trip by air to one or the other of the Latin American



Arrigo Righi

republics? They certainly would, provided that such a trip would fit into the family holiday budget and not cause it to burst at the seams.

To take care of those people who want to travel by air, but just cannot undertake the expense, PAA is working now on many practical plans for achieving the desirable result. They are going to see to it that people in



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the middle-class or lower-income brackets can have air travel available to them at a price within their own pocket-books.

The Pan American program for cheaper and speedier travel is now being developed so that people of both continents of the Western Hemisphere will travel by air from their own countries to the United States and vice versa. They will not need to have the special objective of a business trip or even a special vacation, but just the wish to get acquainted with some of their neighbors at a cost well within their means.

Looking forward to 1948, PAA expects to have in operation a fleet of airplanes which will accommodate five times the amount of prewar travelers at less than half the present fares. Travel time also will be radically reduced. It may come to the question of almost intercontinental "commuting" by air. There is already at work in Washington a committee developing ways and means for cutting red tape, visas, passports, and special travel taxes. All these additional minor sums amount to quite a bit of money, and cause no little irritation and lost tempers.

Conversely such reductions in expense for the air traveler will undoubtedly increase travel expenditure in the aggregate. From an advantageous or pleasurable standpoint for the individual United States traveler in Latin America, this will be pleasing from a personal angle. In addition the economic value to the countries visited is of incalculable importance. Such expenditures by traveling United States citizens are an important factor in the visited countries' national economy, as well as of tremendous importance to their external economy through the building up of United States dollar exchange balances. This added dollar exchange created so "painlessly" by the invisible imports of our tourists' expenditure is a great help to our own manufacturers and producers. Their sales to Latin America will undoubtedly show an upward curve when air travel takes more of our tourist trade south of the border.

When it comes to encouraging more travel from the Latin American countries to the United States, the same factors have a similar bearing. Already, and for many years past, the top-flight businessmen and bankers of the Latin American countries have utilized the plane. Their trips involve transactions reaching into the hundreds of thousands and even millions of dollars. They can afford to use the airways to capacity. Wealthy families and individuals would not think of traveling any other way. To the middle class of Latin America,

however, there is not much leeway for extended travel by air except within their own borders. Their incomes derived mainly from office work in governmental, industrial, or business activities, are almost balanced to a nicety with the ordinary outlay for everyday living. Travel vacations abroad, up to now, have not been within the range of possibility.

If, however, the fares are reduced and the time of travel lessened, then a small businessman might be able to look with confidence on spending a modest sum to discuss a business deal in the United States. It may only involve a deal of a few thousand dollars, but if the air travel expense is nominal, then it can be arranged.

The peoples of Latin America in so far as air travel within their own borders or that of nearby Latin American countries is concerned have been much more air-minded during the last decade than our own people. The reason is fundamental—*necessity!* They had either to travel by air or revert to mule-back riding, or not go at all. A great many of these countries skipped the railway age altogether (except for short railroad mileages between ports and nearest cities). It was literally a case of jumping from mule back to airplanes, with some motor travel on the side. The motorized highways are developed concurrently with the airplane. But, it takes longer to build motor highways through difficult stretches of jungle territory to open a few airports.

Air travel does not have to be sold to Latin Americans. What is needed, as Mr. Righi points out, is to reach those people with limited incomes by reduced fares.

Real Estate Company Makes Aerial Photos Give Real Dividends

A NEW industrial use for aviation is just being developed by a well-known real estate personality—Fred Berger, head of the firm of Fred Berger and Company in New York. Mr. Berger is the pioneer spirit in this up-to-date phase of real estate sales promotion. As far as we know, his is the only real estate firm with a full-time pilot-photographer on his staff.

The installation of aerial photography as part of his regular sales promotional procedure has resulted in increased business. In fact, it is Mr. Berger's opinion that aerial photographs contributed to the successful sale of dozens of parcels of real estate in the past six months. These are particularly advantageous in promoting the sale of

large parcels of vacant land which will be used for building developments.

Mr. Berger points out that the most important aspect from the viewpoint of the builder is the growth of the city or the vicinity, as it affects the land offered for sale. This is especially true in regard to purchasers of vacant land for housing developments, as the prospective buyer should know the accurate relationship of the property to nearby highways, parks, beaches, etc. The proximity of subways or other transportation facilities is also essential knowledge when planning present or future housing developments within a two- to five-mile radius. Because of the unique topography of New York City and its environs, Mr. Berger concluded that aerial photography would be the most practical solution to do what he wanted.

Once this plan was set in motion, the next step was to secure an able photographer who was also a proficient pilot! This combination of different professional functions was found in the person of young William J. Fried—known to his friends and business associates as Jerry. Jerry had been turned down by the Army Air Forces when he wanted to join up because his eyes did not come up to military requirements. He did the next best thing—took up flying on his own. By a curious coincidence he earned the money for his flying lessons from his avocational interest in photography, in which he had indulged as a hobby since his boyhood days. After he became a licensed pilot, Jerry found a complete answer to his dream of finding a job which would fit either one of his special hobbies. To discover that he could use both of his proficiencies in one job seemed to be the perfect answer to a young man's prayer for vocational guidance.

As in every other part of the country, the demand for housing in New York City is at an all-time high. Because of this condition, owners of vacant land in all of the five boroughs of the city are now putting this type of real estate on the market. Mr. Berger indicates that the owners are using the auction

(Concluded on Page 52)



Jerry Fried

THAT NON-SCHEDULED QUESTION

LIKE the tramp steamers that carry anything, anywhere, anytime, the non-scheduled airlines have zoomed into prominence by their very numbers; and now it is the same old story: We'll fly anything, anywhere, anytime.

But it's not as smooth as that. Myriad problems have arisen—problems that have been basic with established airlines, but deep in the realm of the unknown to thousands of young, eager men with a couple of surplus C-47s and a great desire to make money by transporting passengers or freight or both. Of course, this is not the rule. This writer knows personally men who have conducted exhaustive surveys for prospective non-scheduled air carriers. Unfortunately, however, this has not been the method with most of the newly organized companies. Too many have too little money; too many live only by faith—which is a good thing, but sadly misplaced in a tough field of business.

Never does a week go by that at least one well-meaning Air Force veteran does not visit the offices of AIR TRANSPORTATION to impart the news that he has just purchased a plane and that he would like to enter into the air cargo business. The point to note is that he has purchased his plane *before* learning all the ins and outs of what is becoming an increasingly competitive field.

In private conversation we have heard some brusque ones state quite thoughtlessly that all the non-scheduled carriers will fall by the wayside; that competition with the major scheduled airlines is not possible. That is as far from the truth as Khartoum is from the Yankee Stadium. The best answer to that is the tramp steamer plying every oceanway in the world.

No one denies that some of the smaller non-scheduled outfits will fold up. It is inevitable—not because of their great number, but because of the lack of planning and of personnel with sufficient background experience to assure two-way loads. There is no percentage in flying a planeload from Newark to New Orleans and returning as empty as a water tank in the Sahara Desert.

The New York-Miami runs during the season have brought some money to the operators in the East. Reports range from 300 to 350 passengers carried daily from LaGuardia and Newark Airports to the winter playground in the South.

"Okay," say the old-timers, "but what happens after the season ends?"

It is at this point that some say a number of these little airlines will fold up tighter than a tent. Those who disagree have this to say: some who thrive on the passenger trade will move to other areas to tap another resort season, while most will go more heavily into air freighting.

According to the non-scheduled operators, they are not given a great deal of hospitality at New York and Los Angeles airports. The same men have a good word for Newark and Chicago. The reason given by the operators for inhospitality is favoritism of the major airlines. On the other hand, the airports on the butt end of criticism cry a serious lack of facilities to accommodate all of the newcomers. In New York, the opening of Idlewild—or even its partial opening—may alleviate the situation.

But looking at the picture as a whole, especially when one views the trail blazing work of the non-scheduled air cargo carriers, it becomes at once apparent that these pioneers are doing wonders for one important phase of commercial aviation. While the major airlines, grown big and solid with the years, have been content to develop the air passenger business—and they have done a grand job at this—they elected air cargo to a position of lesser importance.

Perhaps it was a matter of "one thing at a time"—but whatever the reason, the transportation of real heavy cargo by air has been snatched up by the non-scheduled carriers flying such planes as the Douglas *Skytrain* and *Skymaster*, Curtiss *Commando*, and Budd *Conestoga*. The complete accent was on cargo. It didn't matter whether the payload was composed of lobsters caught off the coast of Maine, racehorses from a California track, or print dresses manufactured in New York. *Everything* was cargo. Without precedence to guide them, they sailed into new and virgin territory. Some of the outstanding examples are Air Cargo Transport Corporation, National Skyway Freight Corporation, and Slick Airways, Inc.

ACT has flown countless foodstuff cargoes on short notice to any spot on the domestic map. Recently it signed contracts to fly *The New York Times* and *The New York Herald Tribune* to Washington, D. C. Slick's contract with *Time Magazine* calls for the flying of two planeloads (20,000 pounds) per

week from New York to Texas. We have on hand the September, 1945, cargo flying record of the Flying Tiger Line which is as good an indication as any: 34 tons of fruit and vegetables, 17 tons of household furniture, three tons of machinery, four tons of clothing, four tons of California wine, 8,000 baby chicks, and an unspecified number of automobiles, airplane parts, and drugs.

Nine months before V-J Day, the results of an air cargo survey conducted by the George S. May Business Foundation for AIR TRANSPORTATION was published. Questionnaires were sent directly to the key executives of American firms, and replies were received from 1,140.

For example, it was revealed at that time that "very little of the total tonnage of products considered by aviation authorities to be 'naturals' for air transportation, such as retail merchandise, picture films, and records," were going via air cargo. Couple this with the report that 45.3 percent of all firms reporting had their eye on air cargo.

It was inevitable. Cargo-by-air had to come into its own. So, while the big airlines took advantage of dropped priorities for passengers, and concentrated on replacing their two-engine equipment with the bigger four-engine models carrying more than twice as many seats, the freight-minded turned up their noses at plush, and swung out for other pastures appearing greener to them. Little fellows, big fellows—they're the new Daniel Boones of air transportation.

At last the giants in the field of air transportation have begun to see the worth of flying freight. American Airlines was a forerunner in this country. Now Braniff, United, TWA, Western, and Continental have entered into the field. Eastern is reported on the verge, while the rest of the airlines will doubtless follow soon.

Now, with the full realization that the innumerable ventures into the air cargo and charter field have brought about a somewhat chaotic state of affairs, a number of these companies have combined to form the Institute of Air Transportation, Inc.* What concerns the Institute most is the establishment of non-scheduled operations on a standard basis of safety and sensible economics.

"The very fact that we are called 'uncertificated,'" said Hobart A. H.

* See March, 1945 issue of AIR TRANSPORTATION.

Cook of Trans-Marine Airlines at the initial meeting of the new group, "makes the public dubious of our ability to perform proper service. We will be regulated anyway. It is up to us to show the Civil Aeronautics Board that we are performing a useful service, and to see to it that the new regulations permit us to continue such service."

An important result of that meeting is that George B. Boochever, general counsel of the Institute, will intervene in two proceedings before the CAB on regulations for non-scheduled fliers and on certificates of convenience and necessity for air freight carriers.

The availability of surplus Government aircraft has brought an influx of Army and Navy-trained pilots with the desire to continue flying. Complicating the picture is that licensing requirements for charter and contract operators are not nearly so strict as those for airlines. Nor are their operations under the close scrutiny of the CAB's inspection division. On the financial side, only if the capital of a company is more than \$300,000 and offered to the public, do they come under the watchful eye of the Security and Exchange Commission.

Boochever points out that in the haste of many non-scheduled air cargo carriers and passenger charter operators to get going, "many practices of this group have given rise to serious questions as to whether they are not in violation of the Civil Aeronautics Act of 1938, and amendments thereto, and the regulations thereunder." He has cited Section 401 of the act, which reads:

"No air carrier shall engage in any air transportation unless there is in force a certificate issued by the Authority authorizing such air carrier to engage in such transportation: Provided, that if an air carrier is engaged in such transportation on the date of the enactment of this act, such air carrier may continue so to engage between the same terminal and intermediate points for 120 days after said date, and thereafter until such time as the Authority shall pass upon an application for a certificate for such transportation if within said 120 days such air carrier files such application as provided herein."

"The same section," Boochever goes on to say, "provides for the form of application for certificate, notice of application, issuance of certificate, and takes up the status of existing air carriers, the terms and conditions of the certificate, the effective date and duration of the certificate, authority to modify, suspend or revoke, transfer of certificate, certain rights not conferred by certificate, application for abandonment, compliance with labor legisla-

tion, requirements as to carriage of mail, and application for new mail service.

"By virtue of this provision, all scheduled operation as well as non-scheduled operation, if the operator acts as a common carrier in interstate commerce, is required to obtain a certificate of public convenience and necessity."

Here Boochever mentions Section 292.1 of the Economic Regulations, following:

"Acting pursuant to the authority vested in it by Sections 205 (a) and 416 (b) of the Civil Aeronautics Act of 1938, and finding that its action is consistent with the provisions of said Act and necessary to carry out such provisions, and further finding that the facts and circumstances existing with respect to non-scheduled operations of a commercial character have not changed since the date of the issuance of Regulation 292.1, but that such regulation requires clarification in certain respects, the Civil Aeronautics Authority hereby amends Regulation 292.1 so that hereafter such regulation shall read as follows:

Regulation 292.1 (as amended December 7, 1938).

Temporarily exempting non-scheduled operations from certain provisions of Title IV of the Civil Aeronautics Act of 1938.

"(a) Until the Authority shall adopt further rules, regulations or orders with respect to such matter, every air carrier which engages solely in non-scheduled operations shall be exempt from the provisions of section 401 and all other provisions of Title IV of the Civil Aeronautics Act of 1938 (except as provided in paragraph (b) of this regulation). Within the meaning of this regulation any operation shall be deemed to be non-scheduled if the air carrier does not hold out to the public by advertisement or otherwise that it will operate one or more airplanes between any designated points regularly or with a reasonable degree of regularity upon which airplane or airplanes it will accept for transportation, for compensation or hire, such members of the public as may apply therefore or such express or other property as the public may offer.

"(b) The exemptions provided by this regulation shall not be applicable to the provisions of subsection (L) of Section 401 of the Act or to the reporting requirements of Section 407 of the Act; Provided, that no provisions of

any rule, regulation or order that may be adopted by the Authority requiring reports pursuant to section 407 of the Act shall be deemed applicable to any non-scheduled operator unless such rule, regulation or order expressly provides that, such provision is to be applicable to air carriers who are exclusively engaged in non-scheduled operations."

The Institute's general counsel declares that the Civil Aeronautics Act of 1938 does not apply to a contract carrier as such. A carrier, "operating on a specific contract with a specific firm, and not engaging in transporting cargo or passengers generally—that is to say, a common carrier—may operate without a certificate of public convenience and necessity." Intrastate operations are excluded in the act's application. Boochever concludes:

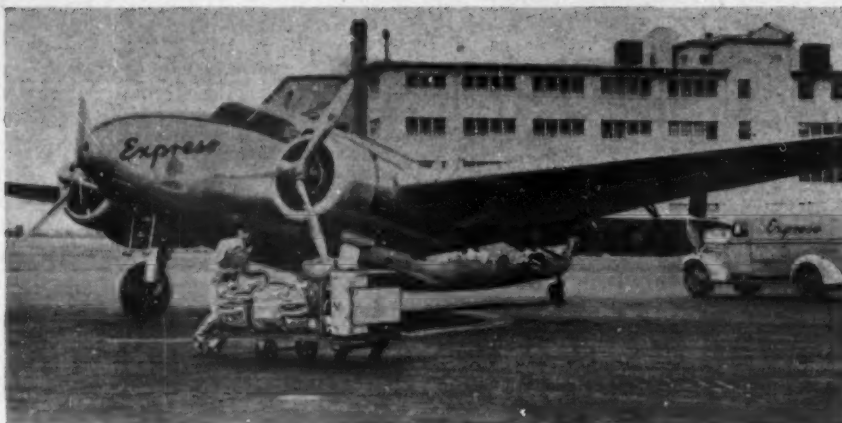
"Non-scheduled carriers, cargo carriers or charter operators, who come within the terms of the exemption provided for by Section 292.1, are also not acting in violation of the law in so operating, by reason of the exemption which is, however, only a temporary exemption and is subject to revocation at any time by action of the Civil Aeronautics Board.

"As a matter of fact, the CAB made an order dated July 26, 1944, instituting a proceeding known as Docket No. 1501, authorizing an investigation into the general problems of the desirability of Section 292.1 of the Economic Regulations, under which non-scheduled air services may be rendered without specific authorization of the Civil Aeronautics Board. Public hearings were held commencing on March 27, 1945, which resulted in a report issued August 22, 1945, by the examiners, which contains the conclusions and recommendations of the examiners. This report is before the CAB for action, but no decision has as yet been rendered.

"It has become more and more evident to non-scheduled cargo carriers and passenger charter operators that the present absence of regulations is not likely to continue indefinitely and many of them are beginning to realize that some form of regulation is necessary to avoid cut-throat competition and to create order in what is becoming a somewhat chaotic condition.

"In view of the fact that the investigation of non-scheduled air services under Docket No. 1501 barely touched on the business which has developed as a result of the enterprise of this group of air carriers in the past year, the Institute of Air Transportation has requested that Docket No. 1501 be reopened for the purpose of enabling the

(Concluded on Page 52)



AFTER THE LANDING—An Expreso cargo handler moves away with a load of baggage, mail, and express. The Cuban airlines operates eight Lodestars and plans to add three Skytrains to its cargo runs.

AIR CARGO IS EXPRESO'S MIDDLE NAME

PRIZE Georgia boars now are flying to Havana to keep blind dates with the sows of Cuba. Racehorses are boarding planes at Miami, and a few hours later are trotting around the Cuban tracks. Tropical birds, fishes, and monkeys are loaded on planes in Cuba, and within a matter of minutes, are established in new homes in the United States.

These are just a few of the many strange cargoes that the Cuban airline, Expreso Aereo Interamericano, S.A., is transporting daily between Cuba and the United States over its freight route between Havana and Miami, and over which it started carrying the Cuban international air mail to the United States last month. The airline has a contract with the Cuban Government to transport the mail between the two cities at 8.3 cents a pound. The contract previously held by another airline enjoyed a rate of four dollars a pound.

Expreso now has an application pending with the Civil Aeronautics Board seeking a permanent foreign air carrier permit to transport passengers, mail and cargo on regular scheduled flights between the two cities. Hearings were held on that application last December.

Meanwhile Expreso is transporting its strange cargoes and mail between Cuba and the United States under its temporary foreign air carrier permit for cargo, and is steadily expanding that business. But the horse that flies through the air with an ease that puts Pegasus, the winged steed of Greek mythology, to shame, and the boars

who go to meet their brides by plane, are just routine incidents in the normal daily events of Expreso. The attendants and pilots of an Expreso plane have grown so accustomed to strange passengers that they are no more surprised over the nature of their traveling companions than was Noah when he set sail on the Ark.

Truly, the freight-carrying plane of today has stolen the romance and mystic wonders of the flying carpet that circled the towers of Baghdad in the days of *A Thousand and One Nights*.



MIAMI-BOUND AIR MAIL—First batch of international air mail taken on by Expreso Aereo Interamericano at Havana on March 3, 1946, under a new contract made with the Cuban Government.

Thanks to the plane, the United States now is able to enjoy the luscious Morro (stone) crabs of Cuba, which today are being flown to Miami alive, and marketed there at 58 cents a pound. These crabs, unable to stand the long trip by boat, have heretofore been unavailable to the people of this country. Expreso also is bringing thousands of pounds of frogs legs into this country, along with other thousands of orchids, and gallons of perfume essence.

The commercial advantages of air freight service between Cuba and the United States, however, are by no means confined to novelty shipments. Machinery and textiles, particularly rayon, are being flown to Cuba in ever increasing quantities, and the list of commodities now moving by air between the two countries is growing longer day by day.

It was to guarantee transportation of these commodities that Expreso was organized. With the advent of the war, all regular passenger and freight service to Cuba by steamship was cancelled. Accordingly, the island became dependent, except for sporadic sailings of small vessels, upon the services of Pan American Airways for ingress and egress of passengers and freight. This limited means of transportation prompted a group of Havana's leading citizens to organize Expreso, under the laws of Cuba, on August 4, 1942.

Among the sponsors of the company were Dr. Theodore Johnson, head of Cuba's leading drug store chain; Donald W. Stewart, formerly executive vice president of the Standard Oil Company of Cuba; and Luis Machado, international lawyer who later represented Cuba at Bretton Woods, and the Chicago and San Francisco conferences. These men, with several other businessmen, subscribed \$400,000 and acquired 400,000 shares of stock in the new company.

In May, 1945, public offering of an additional 300,000 shares of common stock was made in this country. Net proceeds of \$750,000 from that sale were added to working capital.

Dr. Johnson still is president of the company. Stewart has assumed the position of executive vice president and general manager. Machado, a director, serves the company as its legal representative.

The original line of the company—the cargo route between Miami and Havana — was opened in September, 1943. Early in 1944 a second route, for passengers, mail and freight, operating from Havana to the Isle of Pines, was opened. Late in the Fall of that year the third line, for passengers and freight, was started, operating locally

in Cuba from Havana to Caibarien, with stopovers at Varadero, Motembo and Santa Clara. This line has since been extended to Camaguey, and several weeks ago Cienfuegos was added as an intermediate terminal. The company is awaiting the completion of its new Santiago airport to inaugurate an air service spanning the entire island.

Expreso is increasing its operations steadily, adding new flights just as quickly as flying equipment can be acquired, and enlisting the aid of new and highly trained personnel whenever the opportunity arises. Latest addition to its staff was Lieutenant Commander H. Gilbert Smith, USNR, who has been elected a vice president, in which capacity he will supervise traffic and serve as assistant manager. During the war, Commander Smith was Gulf Sea Frontier Branch Shipping Control Officer for the East Coast of Mexico, having charge of United States naval offices in that country. Before the war he was vice president and treasurer of the W. Harry Agencies, Inc., then representing Seatrain Lines, Inc., United States Lines, and other American flag services to Cuba.

Starting business with three trimotored Fords, Expreso has expanded its fleet to eight *Lodestars*, and plans to add DC-3s to its cargo runs when such equipment is available. With this enlarged fleet, the company now is operating scheduled cargo trips to Miami each day, carrying capacity loads of freight and mail. Four round trips a day now are being flown between Havana and Santa Clara, and one round trip a day to Camaguey.

Far from being content with its present activities, Expreso has ambitious plans for the future. The company plans an extensive network to cover the entire Caribbean area. Preliminary authorization has been granted for a route connecting Havana and Mexico City. Later plans call for the opening of routes to Puerto Rico, Haiti, Dominican Republic and Jamaica, all of which have been certified by Cuba. Permits from other countries still must be acquired, but difficulty there is not anticipated.

Cuba also has certified Expreso to represent it on a route to Panama, via British Honduras, Salvador, Nicaragua and Costa Rica.

Most ambitious of all Expreso's aims is the desire to operate a route from Havana to Madrid, thus giving a direct connection between old Spain and its New World offspring, and providing the first Latin American airline to connect the people of the Iberian Peninsula with their cousins in Central and South America. Such a route is past the dream stage.

XC-122, MILITARY VERSION OF DC-6, TAKES TO THE SKY



SUCCESSFUL TEST FLIGHT—The Army's XC-112, military twin of the Douglas DC-6, soon-to-come airliner, taking off on a test flight at Clover Field, Santa Monica, California. The DC-6 has been ordered by six airlines.

Following the successful test flight of the military version of the Douglas DC-6, known as the XC-112, announcement was made by the manufacturers of this new passenger airliner that commercial models will be ready for delivery in a few months.

Successor of the *Skymaster* DC-4, the plane features pressurized cabin for both passengers and crew, soundproofed fuselage, roomier cabin, seats and berths, completely reversible pitch propellers, thermal de-icing of wings, tail and windshield, and a telephone hookup for passenger communication with the outside while the plane is on the ground.

The DC-6 has been ordered in quantity by American Airlines, Australian National Airways, National Airlines, Pan-American Grace Airways, United Air Lines, and Western Air Lines. Pennsylvania-Central Airlines may possibly be added to this list.

With a range in excess of 2,500 miles, the aircraft can do better than 300 miles an hour. According to the announcement, the DC-6's range can be increased to 5,000 miles providing certain changes are made. One hundred feet, seven inches long, with a wingspan of 117½ feet, the maximum

gross weight of the plane is 81,500 pounds.

The military version of the ship was built to carry 56 passengers. The airline model, however, which will have a more luxuriously designed interior, will have seating accommodations for 52 passengers, or sleeping accommodations for 26 passengers. Other versions of the DC-6 are expected, and these will carry up to 68 passengers. A five-man crew mans the ship.

Speaking about luxury appointments, here are a few of the things to be found in Douglas Aircraft's new big plane: low noise level, with rubber-insulated, shock-mounted cabin; foam rubber-covered floors; buffet sections for hot and cold foods; extra-wide seats with tall, contoured, adjustable-shaped backs and head rests; large adjustable tables fitting between the seats; commodious upper and lower berths equipped with reading lights and compartments for personal effects; women's lounge with dressing tables and full-length mirrors; spacious men's lounge with fluorescent lighted mirrors.

And as for safety equipment, all there, too.

Newark-Atlantic City Runs Started by Otto Airlines

Otto Airlines, Inc., has inaugurated daily scheduled flights between Newark and Atlantic City, operating two 14-passenger Lockheed *Lodestars* on this route.

The new airline is running two round-trip flights each day, with a scheduled third trip added on Saturday. Traffic has been unusually heavy for this time of the year, Otto reports, and extra flights have been added as needed. The Newark-Atlantic City run is only 35 minutes. Planes leave Newark at 9 a.m. and 4 p.m., with the extra Saturday flight scheduled at 1 p.m. Atlantic City departures are at 9:40 a.m. and 4:40 p.m., the extra Saturday plane leaving at 1:40 p.m.

Service to Camden is expected to open shortly. It is understood that Otto will begin operations just as soon as the airfield in that city is completed. Asbury Park and Red Bank are also part of the airline's intrastate plans. Additional flying equipment will be added to Otto's present fleet.

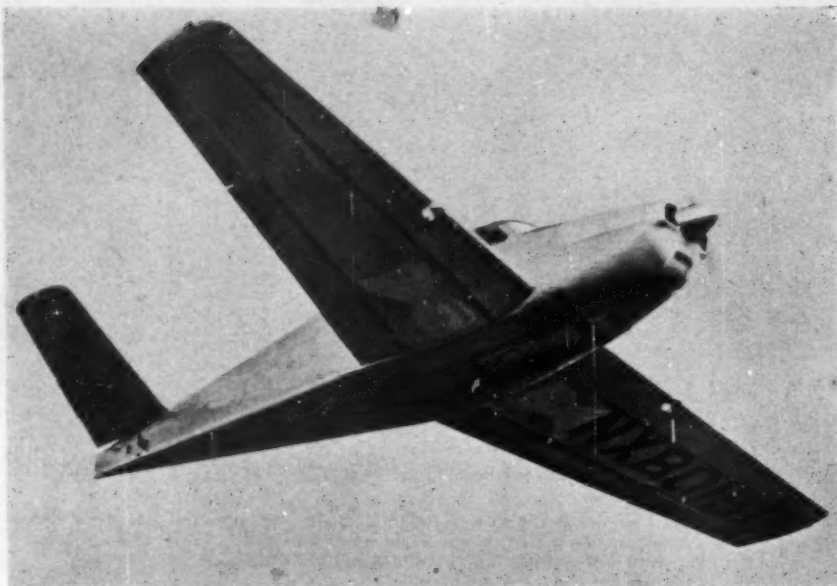
Land, Hildred to Speak At Aviation Section Luncheon

Vice Admiral Emory S. Land, president of the Air Transportation Association of America, and Sir William Percival Hildred, director general of the International Air Transportation Association, will be guests of honor and speakers at the Second Annual International Civil Aviation Luncheon to be held at the Hotel Roosevelt on May 2, under the sponsorship of the Aviation Section, New York Board of Trade. The announcement was made by John F. Budd, chairman.

Empire Orders Beechcraft

Empire Airlines, Inc., of New York, has placed an order with the Beech Aircraft Corporation for June-July delivery of six Model D18C planes. The airline plans to acquire an even dozen of these aircraft before the end of the year, and will operate the ships on daily scheduled flights within New York State.

IN THE MEDIUM-PRICED FIELD



Initial shot of the new Model 35 Beechcraft in flight. All-metal, four-place, medium-priced plane, it was clocked at a top speed of approximately 180 miles per hour. Four complete Model 35s have been built by hand, of which two have been flying with engineering pilots for many weeks. The other two have been undergoing elaborate static load and fatigue tests. Simulated rough-air loadings have been imposed on all parts of the plane, up to the equivalent of 20,000 flight hours. Accelerated service tests going beyond the 1,000-flight hour mark with frequent rough-field landings begin soon on one of the flying units. Performance and weight details will not be released until all tests have been completed. The purpose is to give the public guaranteed figures.

Charging of Landing Fees To Private Flyers is Hit

John W. Friedlander, president of Aeronca Aircraft Corporation, is all for taking immediate steps to halt the trend which may make private pilots pay fees for landing on many airports.

"Most airports or landing strips, now in existence or planned, are public tax-supported facilities for the private flyer, just as highways are for motorists," he declared. "When you start charging a fee to land, the pilot is discouraged in trying to visit the community and a direct slap is made at the light aircraft industry which is creating many new jobs."

Friedlander pointed out that privately owned landing facilities could not be prevented from charging a landing fee, but that surveys show that few such field owners and operators wish to turn trade away by such a practice. The charging of fees by the big airports—such as by LaGuardia in New York—was necessary to keep the facilities free for air transport operations, he conceded.

The average state-and-community-financed landing strip or airport should not be permitted to extract landing fees from personal flyers, the Aeronca head said, because gasoline taxes and other levies help pay for aviation facilities as they do for improving highways.

UAL Commuter Service

Hour-on-the-hour commuter service between San Francisco and Los Angeles has been inaugurated by United Air Lines. This is the most frequent air service ever offered between the two cities.

PAGE 50—AIR TRANSPORTATION—*Air Commerce*



HEADS TACA—Brigadier General Julius C. Holmes has resigned his position as vice president of Trans World Airlines to take over the presidency and a directorship of the board of directors of TACA Airways, S. A. He will begin his new duties on April 15. Former Assistant Secretary of State, General Holmes figured prominently in the war's most important diplomatic missions as a member of General Dwight D. Eisenhower's staff. TWA is a large shareholder in TACA.

Winged Cargo, Inc., Operates Gliders

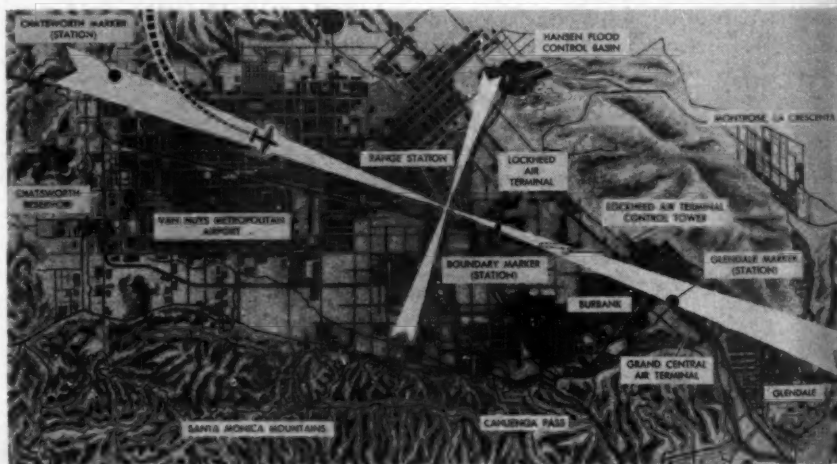
Headed by a colonel who shot down 14 Japanese planes and sank five ships, three veteran combat pilots have been granted a license for commercial glider-tow operations between Philadelphia and Puerto Rico. The new company is known as Winged Cargo, Inc.

Colonel Fred P. Dollenberg, of Philadelphia, said that gliders will be loaded at Philadelphia and dropped off at destinations along the Eastern Seaboard, Gulf of Mexico, and Puerto Rico. The motorless transports would also carry cargo on return trips.

Partners in the venture are former Captain Raymond W. Baldwin and Carl W. Herdic, both of Williamsport, Pennsylvania. Philadelphia's Northeast Airport will be the base of Winged Cargo.

New British Air Body

Establishment of a new permanent agency to coordinate developments in British and Commonwealth air routes in the Pacific, and the early inauguration of British transpacific air service, have been announced by Lord Winster.



FOR SAFE LANDINGS—Instrument approach to the busy Lockheed Air Terminal at Burbank, California, illustrated above, provides safe landings for commercial aircraft despite fog or storm. Radio signals from five transmitters operate throughout the day and night, seven days a week, to guide pilots through murky weather for visible or contact landings. Airline pilots home on radio compass until they cross the marker station at Chatsworth, located 11 miles northwest of the terminal runway, to provide ample time for even the largest airline transports to descend slowly. Picking up the west leg of the radio beam, the pilot follows his "on course" radio signal until he reaches a cone of silence over the range station. Here he will be in contact with or be able to see the runway. By the time he reaches the boundary marked station, one mile nearer the terminal, a red light in his plane warns that if he is not prepared for a landing he should regain altitude and follow the east leg of the beam. Over the Glendale marker station, located in Burbank, the pilot again has an exact indication of his location.

Guggenheim Heads New York Airport Authority; Doolittle, Rockefeller Also Named as Members

THE New York City Airport Authority became a thing of reality earlier this month when Mayor William O'Dwyer appointed a three-man board headed by Harry F. Guggenheim, former Ambassador to Cuba. The other men named by the mayor to run LaGuardia and Idlewild Airports were Lieutenant General James H. Doolittle and Laurance S. Rockefeller.

Title to the two airports is not expected to be conveyed to the new authority before October 1. Commissioner of Marine and Aviation Charles R. Haffenden will continue in nominal charge of the fields during the interim, but it is understood that he will confer with the authority on all important matters of policy.

It is reported that the authority has been in receipt of a request aimed at reducing the size and cost of the proposed \$15,000,000 administration building and arcade for Idlewild, together with other central area improvements originally planned for the airport.* The present administration in New York is known to believe that the original plans for Idlewild are too grandiose.

Mayor O'Dwyer, who has been wrestling with a budget, is interested in removing the cost of the \$200,000,000 Idlewild Airport from the city's list of capital projects. The creation of the Airport Authority dovetails with his plan, which would place Idlewild outside the debt limit and have the authority float bonds and supervise construction, maintenance, and operation—LaGuardia Airport included. Under the New York State Legislature's enabling act authorizing the authority, the airports will revert to city ownership after all outstanding bonds are liquidated.

The three-man board will serve without pay during the period required for the authority to get under way. The Board of Estimate is reported to be willing to appropriate part of the \$41,000,000 budget set up for this year for construction work at Idlewild to finance the authority's sale of bonds. This is an expensive proposition involving payments for expert advisers and legal fees.

Guggenheim, Doolittle, and Rockefeller will report as soon as possible the amount of money needed to complete basic improvements in Idlewild. Approximately \$100,000,000 in city and Federal funds have been used at LaGuardia and Idlewild, of which \$70,000,000 in city funds have been put into work at Idlewild. The balance,

equally divided between city and Federal monies, has gone into LaGuardia.

As things stand today at Idlewild, three runways, 200 feet wide and ranging in length from 7,500 to 10,000 feet, have been completed. A temporary administration building is ready and two new hangars are only partially built.

The Airport Authority now has the power to borrow as much as \$250,000,000 at an interest rate not to exceed three-and-one-half percent. It is also faced with the not too small problem of inspecting and possibly renegotiating the leases signed during the administration of Fiorello H. LaGuardia. These include airline rentals and oil, gasoline, and airport concessions. Several months ago 13 airlines who had signed Idlewild leases protested against the establishment of an authority. It is known that the companies fear that their leases may be held invalid. Former Mayor LaGuardia has been an outstanding opponent of the authority idea.

Guggenheim, who became interested in aviation as far back as the First World War, served in the late war as a commander in the United States Navy. He was charged with organizing and operating Mercer Field at Trenton, New Jersey. His father, the late Daniel Guggenheim, set up the Daniel Guggenheim Fund for the Promotion of Aeronautics with gifts totaling \$3,000,000. Harry F. Guggenheim was its president for many years.

General Doolittle, who already has become an immortal figure in aviation, led the first raid on Tokyo just four years ago. Other "firsts" to his credit include the initial less-than-24-hour flight across the United States and first pilot to fly at a speed greater than 300 miles an hour. He is a vice president of the Shell Union Oil Corporation.

Rockefeller, the son of Mr. and Mrs. John D. Rockefeller, Jr., is a director of Eastern Air Lines and of the McDonnell Aircraft Corporation. He is also a vice president of Air Youth of America and a director of the National Aeronautics Association.

PROUD DAY



Harold J. Roig, president of Pan-American Grace Airways (right), accepting the coveted annual aviation safety award from George H. White, president of the Inter-American Safety Council. Presentation of the award was made earlier this month at a luncheon in the Wings Club at the Hotel Biltmore, New York. Operating 8,800 route-miles through eight Latin American countries, Panagra in 1945 flew 78,294,642 passenger-miles and 5,542,630 flight-miles without a single accident or fatality to passengers or crew. In comparison with the previous year, which had been the airline's best, these figures show an increase of 10,280,256 more passenger-miles and 400,000 more flight-miles. In the same 12-month period, Panagra transported more than 2,540,000 pounds of express, not including cargo carried under military contract with the Air Transport Command.

Scottish Air Lines Official Visits U.S.

The Duke of Hamilton, premier peer of Scotland, is in the United States to map transatlantic operations of Scottish Air Lines. Although he and his party visited airplane manufacturers on the West Coast, the report is that the use of American aircraft is not contemplated at present.

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That Non-Scheduled Question

(Continued from Page 47)

Institute and its members to present the factual material and data with relation to the experiences and program of the members of the Institute and to take them into consideration before any action is taken on the report of the examiners in this investigation."

All of the foregoing sprang into full focus on April 15 when the Institute sponsored an all-day conference at the Waldorf-Astoria, attended by representatives of 41 firms and organizations. S. O. Samuelson, executive vice-president of the Institute, who had risen from his sickbed to open the meeting, was forced to the sidelines shortly after the opening of his address when he was partially overcome by a renewed attack. Boochever took over at this point.

Edward Jenkins, Eastern Division manager for National Skyway Freight, declared that if the non-scheduled airlines "are to be heard by the CAB, it must be through a united front." He expressed a desire to establish "the best relationship with airports—a topic later touched upon by John Stewart, of Flying Freight, Inc. It was the latter who suggested that concentration on the cargo-flying between certain cities would work toward a much better reception, if only from the economic point of view. He said that at many cities not supporting large operators, cooperation came considerably easier. The allied industries can be of great help, too, Stewart asserted.

High gas prices are another bone. Jenkins was of the mind that exorbitant prices make it almost impossible to operate at a profit. The Institute, however, is contacting fuel companies in an effort to procure the best possible price for volume purchases. This is an important part of its program. The cargo committee which Jenkins heads is studying the streamlining of maintenance for Institute members, as well as a plan to exchange cargoes with other operators to assure revenue on each end of a freight flight.

Hobart Cook highlighted another problem: the operator with interstate routes of 100 miles who runs into a welter of Federal regulation; and another flying within a single state, with routes many times that of the small interstate operator, who has nothing to worry about except airworthiness. Cook is another who believes in the importance of cooperative buying.

"Where are we going?"—at least that's what Colonel Samuel C. Dunlap, executive vice-president of Slick Airways, wants to know. Indications are that he is not sold on the idea of joint action by the non-scheduled cargo car-

riers and passenger carriers. Dunlap leans more towards the formation of two separate organizations, each concentrating on its own aspect of the non-scheduled air transport business. From the point of view of Slick Airways, he told members of the Institute, the bulk shipper should be served properly, with everything else secondary to that.

"Personnel must be smart, with the same ratings as everyone else," Dunlap said. "If we do not hold up our standards, we will not serve the public, and we will not create a new industry. If we hedge on quality, we will lose out."

George A. Enloe, vice-president of Willis Air Service, agreed with most of what Dunlap said—as apparently did most of the others—but he spoke up for single representation for both the passenger-carrying and cargo-carrying lines. The operators, he said, should decide whether they wish to haul freight or passengers; in that way, the committees will be able to function more efficiently, without the hampering effect of overlapping services.

Invited to speak, John F. Budd, publisher of *AIR TRANSPORTATION*, and chairman of the Aviation Section of the New York Board of Trade, stressed the fact that non-scheduled airlines were not competing with the scheduled airlines; that the former were merely supplementing the others' services.

Tracing the history of transportation in this country from the days of the pony express, he declared that the industry had always been divided into different, well-defined parts: passengers, cargo, express, mail, and even contract carrying with anything brought from one point to any other point for a price.

"There always have been scheduled operators and non-scheduled operators," he stated, "and air transportation is no different than any other form of transportation. The methods of getting the business and handling it are the same."

Budd cautioned the non-scheduled operators to study the history of transportation, especially the present way of getting the business. He touched upon the position of the freight forwarder in air transportation, and mentioned the IATA's action on that score.

Companies and organizations represented at the all-day conference included Aero Industries Corporation; Aero Insurance Underwriters; Aeronautical Digest Publishing Company; Aircab Corporation; Air Trading Corporation; Air Transport; Air Transportation; Air News; Aeronautical Training Society; Allegheny Air Cargo, Inc.; *American*

Aviation Daily; Civil Aeronautics Board; Columbia Southern Air Freight; Cannon and Smith; Dartmouth Airways; Empire Airlines; Empire State Airlines; Expreso Aereo Interamericano; Flying Freight, Inc.; Florida-Fresh Air Express, Inc.; International Airlines; Meteor Air Transport; National Air Cargo; National Air Produce; National Skyway Freight Corporation; Nationwide Air Transport Corporation; Norseman Air Transport; Pegasus Air Freight; Slick Airways; Socony-Vacuum; TACA Airways; Terry Air Transport; Transair, Inc.; Veterans' Air Express Company; Waterman Airlines; and Willis Air Service.

The non-scheduled operators are feeling out the right direction, but it remained for George Boochever to pop the thought which must remain uppermost for a time to come:

"Regulation is coming, whether we like it or not—but the question is, what kind regulation?"

It's an Air World

(Continued from Page 45)

method to sell their land, because they find that they realize the best prices in the quickest time.

In handling these vacant land auctions, as conducted by Fred Berger and Company it has been found that aerial photography is a positive "must," not only for large building developments but also for private home ownership. In fact, Mr. Berger believes that those who buy a lot in order to build a home for themselves should be even more interested than the building developer in knowing all about the surrounding communities—and the airplane is the key to it all!

Goodyear Plans Fleet Of Super-Dirigibles

Super-dirigibles designed to carry 300 passengers and cargo are on the drawing boards of the Goodyear Tire and Rubber Company, Akron, Ohio. It has been predicted by officials of the company that these giant airships will be in transpacific service within five years.

Actual operation of the dirigibles depends upon the decision of Government committees currently studying the problem of whether this form of transportation has place in air commerce. Production will begin as soon as the company is given the nod by the Government.

One-third larger than the German *Graf Zeppelin* and larger than the former American ships, *Akron* and *Macon*, the super-dirigible will be able to carry 90 tons of cargo for a distance of 2,500 miles at 75 miles an hour. Built in lots of two or three, cost would be kept at \$8,000,000 each. They are designed to pick up and discharge cargo and passengers in mid-flight from airplanes which would attach themselves to their underside.

AIR TRANSPORTATION Books

EDDIE RICKENBACKER—BY HANS CHRISTIAN ADAMSON (Macmillan Company, 60 Fifth Avenue, New York; 309 pages; \$2.75). The biography of America's flying hero written by an AAF colonel who incurred physical disabilities in the crash of the bomber which also carried Rickenbacker. An experienced author, Adamson has written an extremely readable biography of the man who rose to become one of the best-known names in world aviation.

FLYING STORIES—BY GUY GILPATRIC (E. P. Dutton, 300 Fourth Avenue, New York; 287 pages; \$2.50). A collection of short stories by the creator of Mr. Glencannon. Forty years of aviation progress are contained between the pages of his new book—and if it's yarns you want, you'd better read this. You won't be disappointed.

WINGS OF TOMORROW—BY CLIVE TURNBULL (F. H. Johnston Publishing Company, Sydney, Australia; 64 pages). A beautifully illustrated book about Australia and Australians in the air. There's no doubt that Australia is taking the Air Age seriously.

WHY HAS AMERICA NO RIGID AIRSHIPS?—BY P. W. LITCHFIELD AND HUGH ALLEN (Corday and Gross, Cleveland, Ohio; 143 pages; \$1.50). The authors present their

argument why there is a definite place in America's aviation program for the Zeppelin. The book points to the 181 successful ocean crossings of the German *Graf Zeppelin* and *Hindenburg* as proof that airships are practical, and states that the loss of the latter ship was due to hydrogen fire and could not have happened to an American ship filled with helium.

YOUR FUTURE IN AVIATION—EDITED BY J. FRED HENRY (Prentice-Hall, Inc., 70 Fifth Avenue; 327 pages; \$3). What are the job opportunities in today's most rapidly expanding industry? Rounding out the book is a long list of experts in aviation who have contributed to the pages. The foreword is by Mrs. Jimmy Doolittle.

Lima Airport Enlarged For Panagra's Giant Airports

In order to accommodate the giant four-motor planes that soon will be flying to Lima, Peru, with their capacity loads of business travelers and tourists, the Government of Peru is expanding its airport facilities to make Limatambo one of the biggest and most up-to-date airports in South America.

Steps have already been taken to make this airport, the South American headquarters of Panagra, two-and-a-half times bigger than its present size in order to permit operations with the Lockheed *Constellations* which the airline expects to put into operation soon, reducing travel time by hours. A modern, luxurious passenger terminal four stories high and covering one-and-a-third city blocks will be completed there soon.

HANGAR FLYING



The Busted Window at 20,000

Kicking windows out of airliners isn't what you'd call approved airborne etiquette. But, not so long ago, Lockheed did just that during flight tests on the *Constellation's* Normalair cabin.

Back in the days when Wiley Post was making his pioneering swipes at the stratosphere, Lockheed engineers, of course, had learned a lot about supercharging cabins doing ground-work (and airwork) on the old Lockheed XC-35, the first plane with a fully pressurized cabin.

From the knowledge thus gained about stressing, sealing and supercharging, the research men then perfected the famous Normalair cabin. Now, while the *Constellation* sleeps along at 20,000 feet, the altitude inside the ship is a mere 8,000.



Lockheed insisted on knowing what would happen to people if pressure went down (which is unlikely, since either of two superchargers can carry the load). So one day, in a carefully planned experiment, they kicked out a window at 20,000, with 44 random-picked, ordinary people aboard. The pressure and the plane descended smoothly, and no serious discomfort turned up.

Q. E. D. If an unknown factor crops up at Lockheed, it doesn't stay unknown long. This kind of efficient curiosity makes for good planes and good hangar flying.

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APRIL 1946—PAGE 53



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AIR EXPRESS, REA

International air express was still gaining in February with a 35.4 percent increase in volume of shipments over the same month in 1945. Air shipments reached a total of 30,630, compared with 22,616 during the same period last year. Charges paid by shippers on this traffic amounted to \$119,979 as against \$84,760 in February, 1945. This marked a 41.55 percent gain for the month. Export shipments maintained a better than two to one balance over import.

Air express shipments handled at New York City scored a 21.5 percent gain during the month over February of last year. A total of 69,936 shipments were reported, in comparison with 57,551 in February, 1945.

AMERICAN

The domestic division of American Airlines System boarded 32,260 passengers in February at LaGuardia Field on the company's three main routes to New England, the Middle West via Buffalo and Detroit, and to the West Coast. This figure represents an increase of 110 percent over the same month last year.

The daily average of passengers flying from the New York Municipal Airport was 1,152 compared to 511 for February, 1945. AA operated 1,551 flights out of LaGuardia Field. Air express poundage carried was 23,072 pounds, and air mail poundage 233,521 pounds. Air freight poundage was 87,098—an increase of 18 percent over February of last year. Load factor for the three routes out of New York was 90 percent compared to 83 percent the same month a year ago.

BRANIFF

Braniff Airways, Inc., reported a net profit of \$849,839 after provision for Federal and State income taxes according to the annual financial statement and letter to the stockholders released by T. E. Braniff, president.

At the close of the year, the company was flying 27,296 daily scheduled miles as compared to 20,213 at the close of 1944. A total of 8,248,595 revenue-miles was flown in 1945, an increase of 52.39 percent over the preceding year. While Braniff flew 148,098,680 passenger-miles in 1945, an increase of 56.27 percent over 1944, the passenger load factor increased slightly from 89.16 percent in 1944 to 89.74 percent in 1945.

Mail pounds carried during the year totaled 5,734,623 as compared to 5,845,664 for the preceding year. Express pounds carried increased 56.62 percent from 1,372,342 in 1944 to 2,149,401 in 1945. The new air freight service which was inaugurated on December 1, 1945, carried 22,501 pounds, and a total of 9,714,425 freight pound-miles was flown. Revenue contributed by mail pay dropped from 11.89 percent in 1944 to 7.54 percent in 1945.

C & S

Chicago and Southern Air Lines, Inc., flew 83 percent more revenue passenger-miles during the first two months of 1946 than it did for the same period of 1945. This involved carrying 106 percent more revenue passengers during the same period of time.

During the months from January 1 through February 28, the company carried 40,808 revenue passengers as against 19,815 for the same period of 1945. For the month of February alone, there was an increase of 115.14 percent in the number of revenue passengers carried as compared with February 1945. This is the result of carrying 19,890 passengers in February 1946 as against 9,245 passengers in February of last year. Revenue passenger-miles for last February were 8,035,700 as against 4,138,025 for February, 1945.

COLONIAL

Colonial Airlines, Inc., earned \$173,329, before income taxes in 1945, Sigmund Janas, president, reported to directors. The earnings compare with a deficit of \$28,839 for 1944.

"The 1945 earnings do not include income from new routes which were not in operation, but nevertheless had to absorb development expenses in connection with such new routes," Janas said. "The operations during 1945 were limited because of slow return of equipment from the Army and the time it took to recondition this equipment. In 1945 we had in operation only one-quarter of our present equipment and flew only one-third of our present mileage. An additional issue of 94,100 shares of common stock was made to stockholders on February 4th of this year, and \$1,828,000 put into the company's treasury. At the end of 1945 there were 274,600 shares of capital stock outstanding."

KELLETT

Operations of Kellett Aircraft Corporation during 1945 produced a net profit after taxes of \$217,767, or 51 cents per common share, compared with \$143,908 (33 cents per common share) in 1944. Despite heavy cancellations of war contracts in August and September, Kellett sales in 1945 were \$12,373,436, compared with \$11,839,807 in 1944, the corporation's best previous year.

Net current assets increased during 1945 from \$754,091 to \$1,077,878, or 43 percent. Current assets at the year end were \$2,135,593, against \$1,057,714 in current liabilities. The company's balance sheet showed \$715,587 in cash and United States Treasury securities. With a gross profit from operations of \$902,868 for the year, reserves for Federal and State income taxes were \$676,000. During the year, earned surplus increased from \$251,700 to \$469,467. The corporation's reserve for contingencies remained unchanged at \$254,000 throughout the year, in spite of the absorption, from operations, of heavy expenses arising from terminations and reconversion activities.

NORTHWEST

Northwest Airlines carried 31,943 revenue passengers during the month of February, an increase of 14,927 over the February, 1945, total of 17,016.

These passengers traveled 19,574,139 revenue passenger-miles, an increase of 8,473,644 revenue passenger-miles over the 11,100,495 total during the corresponding month a year ago. In January of this year, there were 30,705 revenue passengers, who traveled 20,673,301 revenue passenger-miles.

PAN AMERICAN

Pan American World Airways has purchased for \$1,554,857 a 20 percent stock interest in the newly formed China National Aviation Corporation. The remaining 80 percent is held by the Chinese Government.

REPUBLIC

Republic Aviation Corporation, in its annual report to stockholders made public by President Alfred Marchev, disclosed aircraft sales totaling \$222,148,329 during 1945 and gross income from all sources totaling \$222,369,981. After deduction of \$3,636,074 for Federal taxes, Republic's net income for the year was \$1,889,778, or \$1.92 on each outstanding share of common stock. This compared with gross sales of \$369,593,425 during the peak war production year of 1944 and a net income for that year of \$5,141,440 or \$5.23 per share.

President Marchev pointed out that the period covered by the report marked a transition unique in the company's history and that it was a profitable year for Republic despite radical shifts in the company's operations necessitated by the ending of the war and conversion of the corporation's facilities to a peacetime program of diversified aircraft production. This includes new types of military aircraft and entrance into the fields of new commercial transports and personal planes.

TRANS-CANADA

Trans-Canada Air Lines reported 180,000 passengers carried in 1945 as compared with 2,086 in 1938; express 921,000 pounds as against 7,806 in 1938; and 3,572,000 pounds of mail compared with 367,734. The year 1938 was TCA's first in full operation.

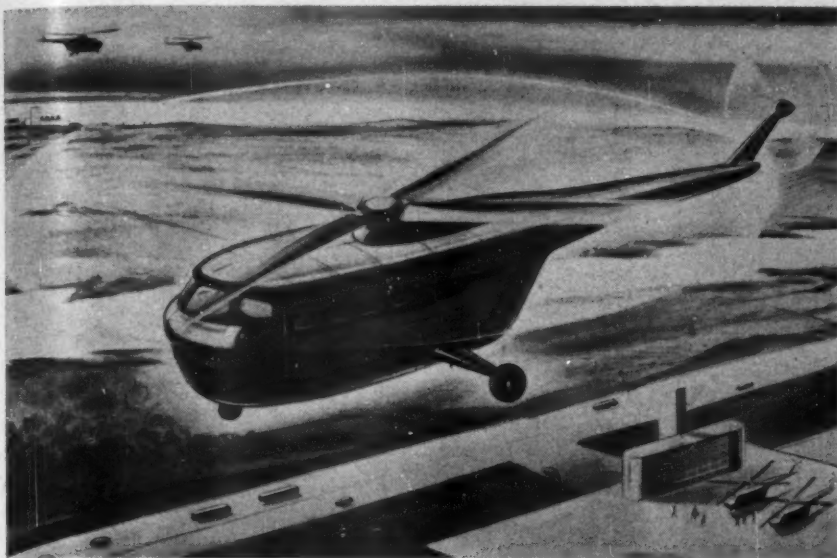
UNITED

United Air Lines' net income for 1945, after taxes, was given as \$4,203,815, equivalent to \$2.34 per share of common stock and \$49.13 per share of preferred. This compared with net income of \$6,114,991 in 1944.

In 1945, United delivered more transportation service than ever before in its history as shown in record-breaking operating revenues of \$39,347,790 as compared with \$35,629,965 in 1944. Operating expenses totaled \$31,635,914, an increase of 31 percent over those of 1944. Provisions for Federal and State income taxes totaled \$3,402,000.

During the year, United flew 598,731,586 revenue passenger-miles for an increase of 31 percent over 1944; 22,163,191 mail ton-miles, for an increase of 17 percent; and 5,058,194 express ton-miles for an increase of 20 percent. Revenue ton-miles were 26 percent above those for 1944, the previous peak year in the company's history. Revenue airplane-miles totaled 40,103,862.

DOMAN-FRASIER'S PLANNED 10-PLACE HELICOPTER



A NEW entrant in the rotary wing aircraft manufacturing field is Doman-Frasier Helicopters, Inc., which already has announced a 10-place helicopter to be ready for commercial use early next year. Designed for use by suburban airlines, the ship will carry both passengers and freight.

According to Glidden S. Doman, president, the company has developed new methods for the elimination of many of the problems currently restricting the manufacture of helicopters. He said that

construction of a ship to demonstrate these methods is now underway.

"The true source of trouble in the current helicopters can be found in the excessive vibrations present both in the controls and in the ship itself," he said. "This roughness has been traced to errors inherent in current blade and hub design."

His company, Doman added, has adopted a four-blade rotor in which "all appreciable vibratory forces cancel in the hub of the rotor or in the controls. This results in an aircraft that is smooth-riding

and without control roughness, even if the blades are not carefully designed."

Doman pointed out that vibration factors have been among the most critical obstacles to the "practical adoption of helicopters on a sound economic basis." This has been so because the tendency toward rapid fatigue naturally forced the replacement of main rotor blades and other expensive parts at frequent intervals. In the design of the Doman-Frasier ship, he said, emphasis was placed on the suppression of vibration.

Designated the HC-1, the planned helicopter will have a payload of 2,200 pounds. Its gross weight will be 8,900 pounds, and cruising speed 95 miles per hour. Hovering ceiling is set at 6,000 feet and service ceiling 17,000 feet.

An aeronautical engineer, Doman spent several years with the Aircooled Motors Corporation during which time he was active in the design of a new aircooled motor for helicopters. He subsequently was employed in the Ranger Aircraft Division of Fairchild Aviation where he headed a design development program which utilized advanced techniques in strain survey. Doman later joined the staff of Sikorsky Aircraft as dynamics test group engineer.

Clinton W. Frasier, chief of engineering research for the new helicopter company, was a member of the British Royal Flying Corps in the First World War. A student of higher mathematics, he continued his studies at Harvard and New York Universities. It was during the late war that Frasier undertook a special rotary wing research project for the York Research Corporation of New York. He joined Sikorsky Aircraft as flight research engineer where he conducted numerous analytical investigations.

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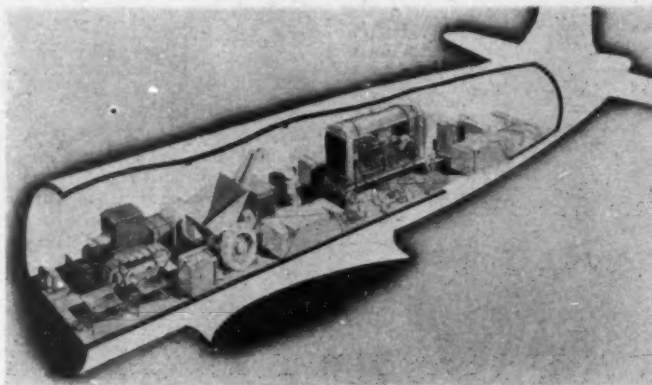
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HERMES CARGO CARRIER — Cut-away of the Hand-ley Page cargoplane designed to carry 18,000 pounds for a distance of 1,600 miles.



British Air Freight

(Continued from Page 28)

express rail freight transportation.

To sum up the internal air freight position in the United Kingdom: it is my opinion that, with the possible exception of newspapers and racehorses, there is little money in it as a full-time venture. Existing airliner concerns (which, in Britain, means only the Government) might find it profitable to run certain freight services, but only because their overheads are already largely met out of the passenger services which they alone are allowed to run.

We turn now to the larger field of overseas air freight. Here, indeed, is a field of unlimited possibilities. The shipping space position is likely to remain difficult for a long time. The whole of Britain's industry has been

ordered to concentrate on export—and the bottleneck is transport. What a great chance for the air! If I had a hundred aircraft of three-ton payload now ready to leave Britain, I would fill every one with freight in 24 hours. All the countries of the Empire, France, America, South America, the Far East, want goods which air freight could bring. The cost would be a secondary matter, as shipping expenses are high enough anyway, and delivery dates unforecastable.

Undoubtedly British Overseas Airways Corporation and British South American Air Lines will do what they can, but they are mainly passenger-carrying concerns. The real weakness of the position lies in the lack of aircraft. In the House of Commons recently, speakers on both sides stressed the need for developing international air freight, and doubtless the Bristol

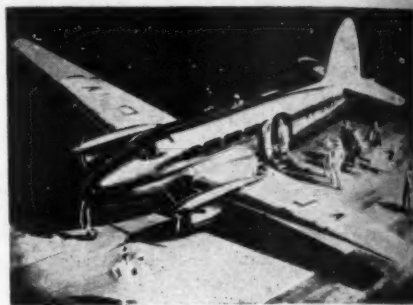
Wayfarer, deliveries of which are scheduled to begin soon, will be used for this.

As far as one can see from the White Paper on Civil Aviation, this market will be open to the Government only—plus whatever reciprocal rights are negotiated with the other countries concerned.

Charter may be allowed to play its part—but certainly not on a regular schedule, which is the only basis for economic charges.

To the question, then, "Is there a future for air freight business in Britain?" I would answer:

Internally, very little except in the specific cases set out. Overseas, yes—a big future—but it will be the sole right of the Government and of the concerns obtaining their own Government-sponsored reciprocal rights.



DE HAVILLAND DOVE—Passenger version of the cargoplane cited by Gardner. The plane holds the highest priority on De Havilland's civil program.

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Robert M. Ruddick



Robert F. Webb

EXECUTIVE

HOMER S. YOUNGS, former chief of Douglas Aircraft's Santa Monica chemical laboratory, now serving as director of the newly created Shippers' Research Division, Air Transport Association of America. The new division will study present air cargo items and their relation to pressure changes due to altitude, corrosive properties of materials with respect to aluminum alloy aircraft, and light-weight packaging.

VICTOR E. BERTRANDIAS, director of foreign sales, and **NAT PASCHALL**, director of commercial sales, named vice presidents of the Douglas Aircraft Company. Bertrandias recently returned to the company after serving during the war as a general. Paschall is a widely known pilot, who rose from the production control department to his present post.

N. HENRY JOSEPHS, appointed vice president-finance and administration of Chicago and Southern Air Lines. Before joining the airline last October, he served as special consultant to the Under-Secretary of War.

H. MAT ADAMS, former Chief of Operations for the Psychological Warfare Division, SHAEF Headquarters, appointed assistant to the president of Air Cargo Transport Corporation. A lawyer, he spent several years before the war as Director of Finance for the State of Illinois; he also served six years as a trustee of the University of Illinois.

FRANCIS R. HAMMACK and **R. O. SMITH**, named to the respective posts of assistant to the president and assistant to the executive vice president of Pennsylvania-Central Airlines. Hammack is a former special agent and executive in the FBI; Smith held the position of superintendent of maintenance and overhaul.

MATTHIAS E. LUKENS, now serving as administrative assistant to Vice President O. M. Mosier of American Airlines. He is a World War II veteran, honorably discharged as a lieutenant colonel.

M. ARCHIMBAUD, for many years in the Peruvian diplomatic service, named assistant to the vice president-traffic of TACA Airways Agency. He has also been connected with Seagram Distillers and Schenley International Corporation as sales manager in the Latin American export field.

BRIGADIER GENERAL ERIK H. NELSON, well-known aviator and aeronautical authority, who has joined Swedish Intercontinental Airlines as technical adviser. Nelson is recognized as the AAF's outstanding authority on B-29 maintenance. He is a native of Sweden and became a naturalized citizen of the United States in 1914. He is one of the six Army flyers who, in 1923, made the first globe-circling flight in aviation history.

ROBERT M. RUDDICK, designated as European manager of United Air Lines, with offices in London. Prior to joining UAL three years ago, he was for 14 years with the circulation and advertising departments of *The Milwaukee Journal*.

ADVERTISING AND PUBLIC RELATIONS

ROBERT F. WEBB, formerly a Boston news writer, now with Northeast Airlines as director of public relations. He spent four years with the Army, serving 32 months in the Southwest Pacific.

CARL HAVENS, appointed assistant to Consolidated Vultee Aircraft's vice president-sales. He will supervise Convair advertising, sales promotion, and public relations. He was previously connected with General Motors.

JOHN F. BUDD, JR., named public relations director of the Airlines Traffic Club of New York. A graduate of Hofstra College where he was an outstanding student, Budd was active in publicity and promotional work. He is connected with Northeast Airlines.

TRAFFIC

NELSON B. FRY and **BRYAN RENWICK**, promoted to the respective positions of manager of traffic and Hawaiian traffic and sales manager for United Air Lines. Fry had been serving as acting traffic manager of UAL since 1942. Renwick was a veteran district manager of the company's office in Vancouver.

GEORGE F. SCOTT, formerly superintendent of service for Northeast Airlines, appointed general traffic manager. A resident of Cambridge, Scott has 11 years' experience in commercial aviation.

ARTHUR L. HEWITT, who since 1940 has done extensive work for Western Air Lines in developing packaged air tours, named general manager of agencies. His previous affiliations include the French Line and Panama Pacific Line.

C. C. GAUDIO, designated by the Air Express Division of the Railway Express Agency as air express manager of Chicago. He joined REA 21 years ago, and served successively in various air and rail capacities before specializing in air express.

FRANKLIN F. VONNEGUT, Gulf Division manager for Eastern Air Lines before entering the Air Transport Command from which he was recently released as a lieutenant colonel, appointed manager of the newly recreated Northwestern Division. This division comprises the territory including Chicago, Indianapolis, Evansville, Louisville, Nashville, and St. Louis.

GEORGE W. LUSK, formerly a major in the priority and traffic section of the AAF, now holding down the job of district traffic manager for Braniff Airways in Memphis. He has a 12-year background in commercial air transportation.

Carl Havens



Nelson B. Fry



Bryan Renwick



George F. Scott



Arthur L. Hewitt



C. C. Gaudio



Franklin F. Vonnegut



Paul E. Burbank



Walter H. Johnson, Jr.



Ira P. Jones, Jr.



Warren H. Smith



Maurice M. de Brou

MAURICE MILLERET DE BROU, previously connected with Air Cargo Transport Corporation as traffic manager, now with TACA in the general traffic office at Miami. Educated in New York and France, he has held important positions with the French Embassy, French Purchasing Commission, French Line, Eastern Steamship Lines, Standard Fruit and Steamship Company, Henderson and Grace Travel, and Gateway Tours.

WILLIAM J. FERRIS, Navy veteran and before the war an executive with TWA, named district traffic manager of TACA Airways, with headquarters in Miami.

W. L. MORRISSETTE, JR., JAMES P. FARRELL, JAMES W. PAIGE, ALBERT F. TIRRELL, and **G. T. IMPARA**—all holding new traffic posts with Eastern Air Lines. Morrisette, former district manager in St. Louis, now holds a similar job in Boston; Farrell, New York district manager, has moved to Mexico City; Paige comes from the Mexican capital to take over the city managership in Philadelphia; Tirrell is the new city manager in Baltimore; and Impara is in Miami as field traffic manager.

LIEUTENANT EDMUND VAIL CLIFF and **COMMANDER EUGENE RICHARDS**, appointed to the Panagra's traffic department in South America. Cliff was formerly associated with EAL, and Richards with UAL.

ROBERT M. SALYER, formerly on the Knoxville traffic staff of PCA, elevated to the post of city traffic manager in Chattanooga.

CARGO

PAUL E. BURBANK, who previously held the post of United Air Lines' air cargo development manager, named manager of cargo sales. He joined UAL six years ago after serving as executive vice president of the Eaton Paper Corporation.

WALTER H. JOHNSON, JR., who has taken over the position of Eastern regional cargo manager for American Airlines. He has been with AA since 1940. Johnson served with the United States Marines as a first lieutenant.

IRA P. JONES, JR., new Southern Division cargo manager for Braniff Airways. Before the war, during which he served with the AAF, he was connected with the National Cash Register Company and the Standard Register Company.

STRATFORD W. RICE and **G. LAURENCE KNIGHT, JR.**, now holding Eastern Air Lines' positions of Northern Division cargo representative and New York City cargo manager, in the order named. Rice has been with EAL for a decade; Knight has rejoined the airline after four years' service with the ATC.

SALES

WARREN H. SMITH, formerly traffic manager of Northeast Airlines, who has been appointed sales manager. He has been with the airline for 12 years.

CAPTAIN FRED W. COLE, who has left the Office of Strategic Services after three-and-a-half years abroad to take over the position of foreign sales manager for General Textile Mills. He will direct export marketing of the company's non-oscillating "baseball" parachute.

T. E. "BEN" OAKES, a member of TWA's traffic staff for five years, appointed manager of contract and sales for the airline. He participated in the airline's recent arrangements for flying five Catholic cardinals-designate to Rome.

WILLIAM F. HUGHES and **FREDERICK S. COWEN**, named by PCA as district sales managers of the respective cities of Grand Rapids and Washington, D. C. Both have served with the Navy.

H. KURTZ HENLEY, back again with Eastern Air Lines in the post of manager of special events for the sales department. He was released from the ATC as a lieutenant colonel.

O. J. RIDENOUR, EUGENE W. CAMPBELL, EDWIN V. SMITH, and **RICHARD J. CURRIE**, designated sales representatives for Eastern Air Lines. Ridenour and Campbell will work in the New York City area, Smith in Brooklyn, and Currie in northern New Jersey with headquarters at Newark.

GENE GACH, who has joined the sales promotion staff of Lockheed Aircraft Corporation. He is the author of *In the Army Now* and a former Hollywood advertising and publicity agency operator.

OPERATIONS

J. D. LEWIS, formerly superintendent-military operations for American Airlines, appointed to the position of manager of operations at New York for the domestic division of the company. He was a member of the group which made the first AA Atlantic crossing for the ATC four years ago.

LIEUTENANT COLONEL CLAUDE P. HUTCHENS, JR., who has rejoined PCA as supervising operations agent at Pittsburgh. A member of the First Troop Carrier Command, he participated in the D-Day invasion of Normandy.

MISCELLANEOUS

F. RUBEE DAVISON, air veteran of both World Wars and former Assistant Secretary of War for Air, new president of the Air Power League. He succeeded Charles E. Wilson who headed the organization since its founding in December, 1944.

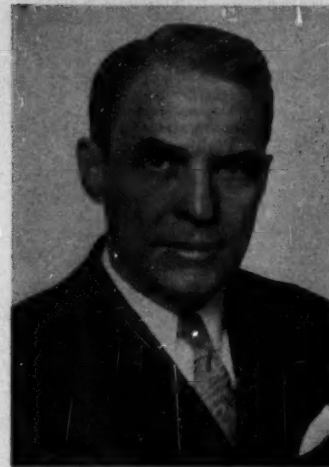
ORA W. YOUNG, WILLIAM E. KLINE, DONALD R. HARVEY, and **M. JUSTIN HERMAN**, elevated to new positions in the Civil Aeronautics Administration. Young has been named Administrator of the First Region; Kline, Assistant Administrator for Federal Airways; Harvey, Personnel Officer; and Herman, Assistant Administrator for Aviation Training.

JOSEPH L. STANTON, formerly associated with *The Baltimore Evening Sun*, appointed director of the Aviation Bureau of the Baltimore Association of Commerce. He was recently released from active duty with the Coast Guard.

WALTER R. MCATEE, named manager of the Airport Division of the American Road Builders' Association, 1319 F Street, N. W., Washington, D. C.



NEW CAB POST



Oswald Ryan, of Indiana, appointed by President Truman as vice chairman of the Civil Aeronautics Board. He succeeded in that office Edward P. Warner, former Assistant Secretary of the Navy for Air in the Coolidge administration, who recently resigned from the CAB. Ryan, who is one of the original members of the CAB appointed in 1938, left his Indiana law practice to become general counsel of the Federal Power Commission in the Hoover Administration. He continued in the office until he was appointed by President Roosevelt a member of the CAB. He served as a member of the United States delegation in the negotiation of the recent air agreement with Great Britain which was concluded at Bermuda.

More Rainbows for PAA

When Pan American Airways ordered the *Rainbow* from Republic Aviation last October, the number was reported as six. Latest news is that the total has been upped to 18 *Rainbows*, each costing \$1,125,000.

American Serves Oslo

Extension of American Airlines System's transatlantic service to include another foreign capital—Oslo—became effective April 5. The Norwegian service will be a continuation of the present weekly round trips to the Scandinavian peninsula.

LANDING FEES

Scheduled and Non-Scheduled

WASHINGTON NATIONAL AIRPORT

Washington, D. C.

The following rates have been established for commercial non-scheduled operators:

Passengers—A landing fee of \$2.50. Service charges for parking and tie-down for any part of a 24-hour period over 15 minutes: \$1.00 for each one-to-five-place

plane; \$1.50 for each five-to-10-place plane; \$2.00 for each plane over 10-place. Ten percent of gross receipts of any passengers originating at this airport.

Cargo—A landing fee of \$2.50. Dockage fee for the first six hours or fraction thereof, \$6.00; for each additional six-hour period or fraction thereof, \$3.00. If cargo is aboard, parking is at dockage rate.

NOTE: AIR TRANSPORTATION will publish landing fees as they are received. For complete details on rates mentioned in the special landing fees table but not published this month, consult back issues or write to the editor.

LANDING FEES

City	Airport	SCHEDULED				NON-SCHEDULED	
		1st Trip per Month	2nd Trip per Month	3rd Trip per Month	Gross Weight (lbs.)	Per Landing	Gross Weight (lbs.)
Albany.....	Albany.....	\$50.00	\$25.00	\$25.00	50,000	Not available	
Birmingham..	Birmingham..	100.00	50.00	25.00		Not available	
Boston.....	Logan.....	100.00	100.00	100.00		Not available	
Buffalo.....	Buffalo.....	50.00	50.00	50.00	25,000	\$1.67	25,000
Chicago.....	Chicago.....	200.00	200.00	200.00	25,000	Not available	
Cincinnati....	Lunken.....	6.25	6.25	6.25		Not available	
Cleveland.....	Cleveland.....	150.00	150.00	150.00		7.50 ¹	
Dallas.....	Love.....	See footnote ²				See footnote ²	
Detroit.....	Detroit.....	100.00	100.00	100.00		No charges	
Long Beach....	Long Beach ⁴ ...	3.00	3.00	3.00	32,000	3.00	32,000
Los Angeles....	Los Angeles....	See footnote ³			25,500	See footnote ³	25,500
New York.....	LaGuardia ⁴ ...	200.00	200.00	200.00	25,000	20.00	25,000
New York.....	Idlewild.....	See footnote ⁴				20.00	25,000
Newark.....	Newark.....	See footnote ⁴				See footnote ⁴	
St. Louis.....	Lambert-St. Louis	100.00	100.00	100.00		No charges	
Wash., D.C....	National.....	See footnote ⁴				2.50	

¹ If cargo is loaded, the fee is \$10.

² 8c per 1,000 lbs.

³ \$10 per departure per cargo plane. Consult article for additional information.

⁴ Consult article for detailed information.

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Philadelphia, Pa.

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The CONTINENTAL, Cambridge
The RUSSELL, New York



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AIR SHIPPING



[REG. U. S. PAT. OFF.]

International Express and Mail Tables

Air express rates quoted are from U. S. International airport of departure (U. S. Gateway) and are based on the prevailing tariffs, airport to airport (see note); also see note for Airfreight rates. Shippers are warned, however, that these are subject to change.

GATEWAY SYMBOLS

Bb—Bangor, Me. Ls—Los Angeles
Bro—Brownsville, Tex. Lo—Laredo
Bw—Boston, Mass. Mia—Miami
Cg—Chicago No—New Orleans
Cub—Curt Bank, Mont. Nyk—New York
Di—Dallas Ph—Philadelphia
Eo—El Paso Sa—San Antonio
Fv—Fort Worth Sf—San Francisco
Gf—Grand Forks, N. D. Sq—San Diego
Jg—Burlington, Vt. Stg—Seattle

International Air Express is subject to two charges: one a charge per pound weight or measurements at carrier's option (200 cu. in. to the pound of weight), the other a charge per \$100 of valuation. The two must be added on any shipment to determine the cost. Neither includes insurance, which may be purchased by the shipper from the carrier or otherwise.

Priorities: The air carriers warn all shippers that express traffic, both U. S. Government and commercial, is so heavy that no guarantee can be given that any shipment will depart on any particular plane unless it enjoys U. S. priority. Otherwise it will depart, in relation to other shipments,

in the order received at the international airport used, subject to wartime limitations. Pickup service without extra charge is available for all international air express, except shipments routed through American Overseas Airlines. For shipments forwarded via Pan American Airways, a "Shipper's Letter of Instructions" is prepared and accompanies shipment to local REA office, where the PAA Airwaybill is prepared. (On cargoes to be shipped via American Overseas Airlines, Inc., shippers should contact "Shipper's Service," Room 922, 25 Broadway, New York 4, N. Y. HANOVER 2-9144.)

International air carriers whose schedules and rates are included here are indicated by the letter following the symbol for the airport.

AIRLINE SYMBOLS

A—American Airlines
AO—American Overseas Airlines
B—Branch Airways
C—Colonial Air Lines
EA—Expreso Aereo Inter-Americano
K—KLM-Royal Dutch Air Lines
NE—Northeast Airlines
NW—Northwest Airlines
P—Pan American Airways System and affiliates
T—Trans-Canada Air Lines
TA—TACA
TW—Transcontinental & Western Air
U—United Air Lines
W—Western Air Lines

Destination	U. S. Gateway & Airline	RATES (See Note)	Depart	Mail per 1/2 Oz.
		Per Lb.	Per \$100 Value	

NOTE: Per pound rate shown in this column is based on the average package weighing 25 lbs., i.e.: 1 lb. package from New York to Ontario would cost \$1 or 25 lbs. \$4. Average cost per lb.: 15¢. Valuation rates are only due if consignments are shipped with declared value. . . . American Airlines offers International Airfreight Service on shipments over 25 pounds between its gateway points and Monterrey and Mexico City. Four classes of rates have been established. For further information, contact American Airlines.

* British Overseas Airways Corp. carries from Foyens, Ireland to destinations in England, Scotland, and Wales.

† Canadian air express is carried on the same basis as air express within the U. S.: \$50 declared value free; excess charged at 10 cents per \$100 or fraction thereof.

LATIN AMERICAN ROUTES

Antigua, B. W. I.	Mia P	.64	.32	Sa	10
"	No P	.90	.32	Su	10
"	Bro P	1.13	.43	Sa	10
"	Lgs P	1.73	.43	F	10
Antilla, Cuba	Mia P	.24	.15	Dly	.08
Antofagasta, Chile	Mia P	1.26	.43	Su, M, W, F, Sa	20
"	No P	1.34	.43	Su, M, W, F, Sa	20
"	Bro P	1.34	.43	Su, T, Th, F, Sa	20
"	Lgs P	1.95	.43	M, W, Th, F, Sa	20
Araquaj, Brazil	Mia P	1.26	.43	Th, Sa	20
"	No P	1.71	.43	W, F	20
"	Bro P	1.71	.43	T, Th	20
"	Lgs P	2.28	.58	M, W	20
Arequipa, Peru	Mia P	1.22	.43	Dly	15
"	No P	1.26	.43	Dly	15
"	Bro P	1.26	.43	Dly	15
"	Lgs P	1.93	.43	Dly	15
Arica, Chile	Mia P	1.25	.43	Su, M, W, F, Sa	20
"	No P	1.28	.43	Su, M, W, F, Sa	20
"	Bro P	1.26	.43	Su, T, Th, F, Sa	20
"	Lgs P	1.94	.43	M, W, Th, F, Sa	20
Aruba, N. W. I.	P via C	urac	ao, N. W. I.		
"	Mia K	.61	.32	Dly	10
Asuncion, Paraguay	Mia P	1.73	.43	Su, W	20
"	No P	1.86	.43	Sa, T	20
"	Bro P	1.86	.43	F, M	20
"	Lgs P	2.43	.58	Th, Su	20

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb.	Per \$100 Value		
Bahia, Brazil	Mia P	.76	.32	Dly	10
(See Sao Salvador)	Mia TA	.76	.20	Frequently	10
Bahia, Canal Zone	No P	.90	.32	Dly	10
"	Bro P	.90	.32	Dly	10
"	Lgs P	1.45	.43	Dly	10
Baracoa, Cuba	Mia P	.28	.17	Dly	.08
Barcelona, Venezuela	Mia P	.85	.32	Dly	15
"	No P	1.13	.43	Dly	15
"	Bro P	1.17	.43	Dly	15
"	Lgs P	1.78	.43	Dly	15
Barranquilla, Columbia	Mia K	.72	.32	Tu, Sa	15
via Kingston	Mia P	.61	.32	Dly	15
via Balboa	Bro P	1.03	.32	Dly	15
"	No P	1.03	.32	Dly	15
"	Lgs P	1.59	.43	Dly	15
Bauru, Brazil	Mia P	1.58	.43	M, Sa	20
"	No P	1.71	.43	Su, F	20
"	Bro P	1.71	.43	Th, Sa	20
"	Lgs P	2.28	.58	W, F	20
Belem, Brazil	Mia P	1.13	.43	Dly	20
"	Mia TA	1.09	.43	Frequently	20
"	No P	1.34	.43	Dly	20
"	Bro P	1.34	.43	Dly	20
"	Lgs P	1.95	.43	Dly	20
Belize, Br. Hond.	Mia TA	.50	.20	Frequently	10
Bello-Horizonte, Brazil	Mia P	1.65	.43	Su, W, F	20
"	No P	2.13	.43	T, Th, Sa	20
"	Bro P	2.13	.43	M, W, F	20
"	Lgs P	2.69	.58	Su, T, Th	20
Bluefields, Nicaragua	Mia TA	.60	.20	Frequently	10
Bonanza, N.W.I.	P	via C	urac	ao, N.W.I.	
"	Mia K	.68	.32	M, Tu, Th, F, Sa	10
Bonanza, Nicaragua	Mia TA	.61	.20	Frequently	10
Buenos Aires, Argentina	Mia P	1.56	.43	Dly	20
"	No P	1.70	.43	Dly	20
"	Bro P	1.70	.43	Dly	20
"	Lgs P	2.26	.58	Dly	20
Cal, Col. via Balboa	Mia P	.59	.32	Dly	25
"	No P	1.03	.32	Dly	25
"	Bro P	1.03	.32	Dly	25
"	Lgs P	1.59	.43	Dly	25

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Miles per 1/2 Oz.
		Per Lb.	Per \$100 Value		
Camaguey, Cuba.....	Mia P	.26	.17	Thrice Dly	.08
"	Mia K	.17	.15	M, Th	.08
Campeche, Mexico.....	Mia P	.41	.17	Dly	.08
"	No P	.41	.17	Dly	.08
"	Bro P	.51	.32	Dly	.08
"	Lgs P	1.00	.32	Dly	.08
Campo Grande, Brazil.....	Mia P	1.48	.43	Mo, W, Sa	20
"	No P	1.61	.43	Sa, T, F	20
"	Bro P	1.61	.43	M, Th, Sa	20
"	Lgs P	2.18	.43	Su, W, F	20
Canavieiras, Brazil.....	Mia P	1.33	.43	Th, Sa	20
"	No P	1.51	.43	W, F	20
"	Bro P	1.81	.43	T, Th	20
"	Lgs P	2.38	.58	M, W	20
Caracas, Venezuela (See La Guadaira)	Mia P	1.36	.43	T, W	20
Caravelas, Brazil.....	No P	1.85	.43	M, T	20
"	Bro P	1.85	.43	Su, M	20
"	Lgs P	2.41	.58	Su, S	20
Cayenne, Fr. Guiana.....	Mia P	1.02	.32	Dly	15
"	No P	1.26	.43	Dly	15
"	Bro P	1.26	.43	Dly	15
"	Lgs P	1.91	.43	Dly	15
Cayo Mambi, Cuba.....	Mia P	.26	.17	Dly	.08
Chetumal, Mexico.....	Mia P	.55	.32	M, W, Sa	.08
"	No P	.55	.32	M, W, Sa	.08
"	Bro P	.55	.32	Su, T, Th	.08
"	Lgs P	1.04	.32	M, W, Sa	.08
Chiclayo, Peru.....	Mia P	1.11	.43	Dly	15
"	No P	1.19	.43	Dly	15
"	Bro P	1.19	.43	Dly	15
"	Lgs P	1.81	.43	Dly	15
Cienfuegos, Cuba.....	Mia P	.20	.15	Dly	.08
C. del Carmen, Mexico.....	Mia P	.45	.17	Dly	.08
"	No P	.45	.17	Dly	.08
"	Bro P	.47	.32	Dly	.08
"	Lgs P	.94	.32	Dly	.08
Ciudad Trujillo, D. R.....	Mia P	.45	.17	Thrice Dly	10
"	Mia TA	.50	.20	Frequently	10
"	Mia K	.73	.32	Tu	10
Ciudad Victoria, Tamps.....	Di B	.30	.17	Dly	.08
"	Fv B	.30	.17	Dly	.08
"	Lo B	.16	.15	Dly	.08
"	Sa B	.23	.17	Dly	.08
Cochabamba, Bolivia.....	Mia P	1.26	.43	M, W, Sa	20
"	No P	1.35	.43	M, W, Sa	20
"	Bro P	1.35	.43	Su, T, F	20
"	Lgs P	1.95	.43	M, Th, Sa	20
Concepcion, Bolivia.....	Mia P	1.31	.43	Sa	20
"	No P	1.45	.43	Sa	20
"	Bro P	1.45	.43	F	20
"	Lgs P	2.03	.43	Th	20
Cordoba, Argentina.....	Mia P	1.49	.43	Dly	20
"	No P	1.63	.43	Dly	20
"	Bro P	1.63	.43	Dly	20
"	Lgs P	2.19	.43	Dly	20
Coro, Venezuela.....	Mia P	.74	.32	Dly	15
"	No P	1.07	.43	Dly	15
"	Bro P	1.11	.43	Dly	15
"	Lgs P	1.69	.43	Dly	15
Corumba, Brazil.....	Mia P	1.41	.43	M, Sa	20
"	No P	1.56	.43	Su, F	20
"	Bro P	1.56	.43	Th, Sa	20
"	Lgs P	2.13	.43	W, F	20
Cristobal, Canal Zone.....	Mia P	.76	.32	Dly	10
"	No P	.92	.32	Dly	10
"	Bro P	.92	.32	Dly	10
"	Lgs P	1.46	.43	Dly	10
Cuenca, Ecuador.....	Mia P	1.06	.32	Su, W, F	15
"	No P	1.15	.43	Su, W, F	15
"	Bro P	1.15	.43	T, Th, Sa	15
"	Lgs P	1.76	.43	M, W, F	15
Curacao, N.W.I.....	Mia P	.73	.32	Dly	10
"	No P	.93	.32	Dly	10
"	Bro P	1.11	.43	Dly	10
"	Lgs P	1.73	.43	Dly	10
Curitiba, Brazil.....	Mia K	.73	.46	Dly	20
"	Mia P	1.60	.43	Su, M, W	20
"	No P	2.00	.43	Su, Sa, T	20
"	Bro P	2.00	.43	F, Sa, M	20
"	Lgs P	2.58	.58	Th, F, Sa	20
David, Panama.....	Mia P	.81	.32	Dly	10
"	No P	.85	.32	Dly	10
"	Bro P	.85	.32	Dly	10
"	Lgs P	1.38	.43	Dly	10

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.	Destination	U. S. Gateway & Airline	RATES (See Note)		Depart	Mail per Oz.
		Per Lb.	Per \$100 Value					Per Lb.	Per \$100 Value					Per Lb.	Per \$100 Value		
Emmeraldas, Ecuador	Mia P	.99	.32	M	.15	"	Bro P	1.10	.43	Su, M, Th, F	.15	Puntarenas, Costa Rica	MiaTA	.63	.20	Frequently	.10
"	No P	1.11	.43	M	.15	"	Lgs P	1.65	.43	Su, W, Th, Sa	.15	Quito, Ecuador	Mia P	.97	.32	Dly	.15
"	Bro P	1.11	.43	Sa	.20	Mendoza, Argentina	Mia P	1.41	.43	Su, M, W, F, Sa	.20	"	No P	1.09	.43	Dly	.15
"	Lgs P	1.71	.43	Sa	.20	"	No P	1.55	.43	Su, M, W, F, Sa	.20	"	Bro P	1.09	.43	Dly	.15
Fortaleza, Brazil	Mia P	1.63	.43	Sa	.20	"	Bro P	1.55	.43	Su, T, Th, F, Sa	.20	"	Lgs P	1.63	.43	Dly	.15
"	No P	2.11	.43	F	.20	Merida, Mexico	Mia P	2.11	.43	M, W, Th, F, Sa	.20	Recife (Pernambuco), Brazil	Mia P	1.26	.43	M, T, Th, Sa	.20
"	Bro P	2.11	.43	Th	.20	"	Lgs P	.37	.17	Dly	.08	"	No P	1.65	.43	Su, M, W, F	.20
"	Lgs P	2.68	.58	W	.20	"	No P	.37	.17	Twice Dly	.08	"	Bro P	1.65	.43	Su, T, Th, Sa	.20
Fort de France, Martinique	Mia P	.71	.32	F, Sa	.10	"	Bro P	.55	.32	Dly	.08	"	Lgs P	2.21	.43	M, W, F, Sa	.20
"	No P	1.00	.32	Su, F	.10	"	Di B	.56	.32	Dly	.08	Rio de Janeiro	Mia P	1.50	.43	Su, M, W, F, Sa	.20
"	Bro P	1.16	.43	Th, Sa	.10	"	Fv B	.56	.32	Dly	.08	"	MiaTA	1.41	.43	Frequently	.20
"	Lgs P	1.78	.43	W, F	.10	"	Lo B	.42	.32	Dly	.08	"	No P	1.98	.43	Su, T, Th, F, Sa	.20
Fortaleza, Brazil (Ceara)	Mia P	1.23	.43	M, T, W, Th, Sa	.20	"	Sa B	.49	.32	Dly	.08	"	Bro P	1.98	.43	M, W, Th, F, Sa	.20
"	No P	1.54	.43	Su, M, T, W, F	.20	Mexicali, Mexico	Lgs P	.20	.15	Dly	.08	"	Lgs P	2.54	.58	Su, T, W, Th, F	.20
"	Bro P	1.54	.43	Su, M, T, Th, Sa	.20	Mexico City, Mexico	Mia P	.64	.32	Dly	.08	Robore, Bolivia	Mia P	1.38	.43	Sa	.20
"	Lgs P	2.10	.43	Su, M, W, F, Sa	.20	"	No P	.64	.32	Dly	.08	"	No P	1.51	.43	Sa	.20
Georgetown, British Guiana	Mia P	.90	.32	Su, F, Sa	.15	"	Di B	.36	.17	Dly	.08	"	Bro P	1.51	.43	F	.20
"	No P	1.24	.43	Th, F, Sa	.15	"	Bro P	.26	.17	Twice Dly	.08	Salinas, Ecuador	Mia P	1.05	.32	W, F	.15
"	Bro P	1.24	.43	W, Th, F	.15	"	Lgs A	.67	.32	Dly	.08	"	No P	1.15	.43	W, F	.15
"	Lgs P	1.88	.43	T, W, Th	.15	"	Lo B	.24	.17	Dly	.08	"	Bro P	1.15	.43	T, Th	.15
Golfo, Costa Rica	MiaTA	.66	.20	Frequently	.08	"	Fv B	.40	.17	Dly	.08	"	Lgs P	1.75	.43	M, W	.15
Gondalajara, Mexico	Bro P	.43	.17	Dly	.08	"	Fv A	.40	.17	Dly	.08	Salta, Argentina	Mia P	1.30	.43	T, Th, Sa	.20
"	Lgs P	.59	.32	Dly	.08	"	Eo A	.42	.17	Dly	.08	"	No P	1.45	.43	T, Th, Sa	.20
Guantanamo, Cuba	Mia P	.28	.17	Dly	.08	"	Sa A	.33	.17	Dly	.08	"	Bro P	1.45	.43	M, W, F	.20
Guatemala City, Gua.	No P	.53	.32	Dly	.10	"	Sa B	.30	.17	Dly	.08	"	Lgs P	2.03	.43	Su, T, Th	.20
"	Bro P	.53	.32	Twice Dly	.10	Minatitlan, Mexico	Mia P	.53	.32	Dly	.08	San Ignacio, Bolivia	Mia P	1.33	.43	Sa	.20
"	Lgs P	1.08	.43	Dly	.10	"	No P	.53	.32	Dly	.08	"	No P	1.48	.43	Sa	.20
Guayaquil, Ecuador	Mia P	1.04	.32	Dly	.15	"	Bro P	.39	.17	Dly	.08	"	Bro P	1.48	.43	F	.20
"	No P	1.15	.43	Dly	.15	Monterrey, Mexico	Lgs P	.86	.32	Dly	.08	"	Lgs P	2.04	.43	Th	.20
"	Bro P	1.15	.43	Dly	.15	"	Fv A	.27	.17	Dly	.08	San Jose, Bolivia	Mia P	1.35	.43	Sa	.20
"	Lgs P	1.75	.43	Dly	.15	"	Di B	.27	.17	Dly	.08	"	No P	1.50	.43	Sa	.20
Havana, Cuba	Mia P	.12	.15	Twice Dly	.08	"	Eo A	.34	.17	Dly	.08	"	Bro P	1.50	.43	F	.20
"	MiaEA	.12	.15	Twice Dly	.08	"	Lgs A	.59	.17	Dly	.08	San Jose, Costa Rica	Mia P	.83	.32	Dly	.10
"	MiaTA	.12	.15	Frequently	.08	"	Lo B	.13	.15	Dly	.08	"	MiaTA	.60	.20	Frequently	.10
Hermosillo, Mexico	Lgs P	.24	.15	Dly	.08	"	Sa A	.20	.15	Dly	.08	"	No P	.76	.32	Twice Dly	.10
Ilheus Falls, Brazil	Mia P	1.69	.43	W, Su	.20	"	Sa B	.20	.15	Dly	.08	"	Bro P	.76	.32	Dly	.10
"	No P	1.91	.43	T, Sa	.20	Montevideo, Uruguay	Mia P	1.60	.43	M, W, F, Sa	.20	San Jose, Costa Rica Cont.	Lgs P	1.31	.43	Thly	.10
"	Bro P	1.91	.43	M, F	.20	"	No P	1.74	.43	Su, T, Th, Sa	.20	San Juan, Puerto Rico	Mia P	.53	.32	Twice Dly	.08
"	Lgs P	2.48	.58	Su, Th	.20	"	Bro P	1.74	.43	M, W, S, F	.20	San Pedro Sula, Hond.	MiaTA	.53	.20	Frequently	.10
Interp, Mexico	Mia P	.76	.32	M, T, W, Th, F, Sa	.08	"	Lgs P	2.30	.58	Su, T, F, Th	.20	San Salvador	Mia P	.64	.32	Dly	.10
"	No P	.76	.32	Su, T, W, Th, F, M	.08	Mossoro, Brazil	Mia P	1.24	.43	Dly	.20	El Salvador	MiaTA	.55	.20	Frequently	.10
"	Bro P	.41	.17	Su, T, W, Th, F, M	.08	"	No P	1.56	.43	Dly	.20	"	No P	.61	.32	Twice Dly	.10
"	Lgs P	.89	.32	Su, T, W, Th, F, Sa, M	.08	"	Bro P	1.56	.43	Dly	.20	"	Bro P	.61	.32	Dly	.10
Jose Franco (Caballero)	Mia P	1.25	.43	Dly	.20	Nassau, Bahamas	Mia P	.20	.15	Dly ex Su	.10	"	Lgs P	1.14	.43	Dly	.10
"	No P	1.64	.43	Dly	.20	"	Mia P	1.25	.43	M, T, Th, Sa	.20	Santa Cruz, Bolivia	Mia P	1.28	.43	M, W, Sa	.20
"	Bro P	1.64	.43	Dly	.20	Natal, Brazil	No P	1.61	.43	Su, M, W, F	.20	"	No P	1.43	.43	M, W, Sa	.20
"	Lgs P	2.20	.43	Dly	.20	"	Bro P	1.61	.43	Su, T, Th, Sa	.20	"	Bro P	1.43	.43	Su, T, F	.20
Kingston, Jamaica	Mia P	.39	.17	Dly	.10	"	Lgs P	2.18	.43	M, W, F, Sa	.20	"	Lgs P	1.99	.43	M, Th, Sa	.20
"	Mia K	.32	.17	Su, T, W, F, Sa	.15	Nuevo Laredo, Mexico	Di B	.22	.17	Dly	.08	Santiago, Chile	Mia P	1.38	.43	Su, M, W, F, Sa	.20
La Ceiba, Honduras	MiaTA	.63	.20	Frequently	.10	"	Fv B	.22	.17	Dly	.08	"	No P	1.51	.43	Su, M, W, F, Sa	.20
La Guaira, Venezuela	Mia P	.75	.32	Dly	.15	"	Sa B	.15	.15	Dly	.08	"	Bro P	1.51	.43	Su, T, Th, F, Sa	.20
"	Mia K	.73	.32	Dly	.15	Oaxaca, Mexico	Lo B	.08	.05	Dly	.08	"	Lgs P	2.08	.43	M, W, Th, F, Sa	.20
"	No P	1.08	.43	Dly	.15	"	Mia P	.73	.32	M, W, Sa	.08	Santiago, Cuba	Mia P	.26	.17	Dly	.08
"	Bro P	1.15	.43	Dly	.15	"	No P	.73	.32	M, W, Sa	.08	Sao Luis, Brazil	Mia P	1.19	.43	M, T, Th, Sa	.20
"	Lgs P	1.75	.43	Dly	.15	"	Bro P	.35	.17	Su, T, Th	.08	"	No P	1.43	.43	Su, M, W, F	.20
La Paz, Bolivia	Mia P	1.25	.43	M, T, W, Th, Sa	.20	Oruro, Bolivia	Lgs P	.81	.32	M, W, Sa	.08	"	Bro P	1.43	.43	Su, T, Th, Sa	.20
"	No P	1.30	.43	M, T, W, Th, Sa	.20	"	Mia P	1.26	.43	M, T, W, Th, Sa	.20	"	Lgs P	1.99	.43	W, F, Sa, M	.20
"	Bro P	1.30	.43	Su, M, T, W, F	.20	"	No P	1.33	.43	M, T, W, Th, Sa	.20	Sao Paulo, Brazil	Mia P	1.55	.43	Su, M, W, F, Sa	.20
"	Lgs P	1.95	.43	Su, M, T, Th, Sa	.20	"	Bro P	1.33	.43	Su, M, T, W, F	.20	"	No P	2.04	.43	Su, T, Th, F, Sa	.20
Libertad, Nicaragua	MiaTA	.58	.20	Frequently	.10	Palmar, Costa Rica	Lgs P	1.95	.43	Su, M, T, Th, Sa	.20	"	Bro P	2.04	.43	M, W, Th, F, Sa	.20
Lima, Peru	Mia P	1.18	.43	Dly	.15	Panama City, Panama	MiaTA	.65	.20	Frequently	.10	"	Lgs P	2.60	.58	Su, T, W, Th, F	.20
"	No P	1.24	.43	Dly	.15	"	Mia P	.76	.32	Dly	.10	Sao Salvador, Brazil	Mia P	1.28	.43	M, T, W, Th, Sa	.20
"	Bro P	1.24	.43	Dly	.15	"	No P	.90	.32	Dly	.10	"	No P	1.76	.43	Su, M, T, W, F	.20
"	Lgs P	1.88	.43	Dly	.15	Para, Brazil (See Balem)	Bro P	.90	.32	Dly	.10	"	Bro P	1.76	.43	Su, M, T, Th, Sa	.20
Limao, Costa Rica	MiaTA	.64	.20	Frequently	.10	Paramaribo, Sur.	Mia P	.97	.32	Dly	.15	St. Christopher, N.W.I.	Mia K	1.24	.59	Sa	.10
Lipa, Ecuador	Mia P	1.08	.43	W, Su, F	.15	"	Mia K	1.14	.43	Su, Th	.15	"	No P	1.20	.59	Sa	.10
"	No P	1.17	.43	W, Su, F	.15	"	No P	1.25	.43	Dly	.15	St. Martin, N.W.I.	Mia P	.97	.32	Sa	.08
"	Bro P	1.17	.43	T, Th, Sa	.15	"	Bro P	1.25	.43	Dly	.15	"	No P	.90	.32	Sa	.08
"	Lgs P	1.78	.43	M, W, F	.15	Parnahyba, Brazil	Lgs P	1.90	.43	Dly	.15	"	Bro P	1.10	.43	Sa	.08
Maceio, Brazil	Mia P	1.26	.43	M, T, Th, Sa	.20	"	Mia P	1.21	.43	W	.20	"	Lgs P	1.68	.43	F	.08
"	No P	1.68	.43	Su, M, W, F	.20	"	No P	1.48	.43	T	.20	Suina, Nicaragua	MiaTA</				

INTERNATIONAL EXPRESS AND MAIL TABLES—Continued

Destination	U.S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U.S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.	Destination	U.S. Gateway & Airline	RATES (See Note)		Depart	Mail per 1/2 Oz.
		Per Lb.	Per \$100 Value					Per Lb.	Per \$100 Value					Per Lb.	Per \$100 Value		
Tuxtla, Gutierrez, Mexico	Mia P	.81	.32	M, W, Sa	.08	Monrovia (Fisherman's Lake), Liberia	Nyk P	2.67	.43	T	.50	Ottawa, Ont.	Nyk T	.18	†	Dly	
"	No P	.81	.32	M, W, Sa	.08	Oso, Norway	NykAO	1.88	.25	T	.30	Regina, Sask.	Nyk C	.16	†	Dly	
"	Bro P	.45	.17	Su, T, Th	.08	Paris, France	BwTW	2.01	.25	Th	.30	St. John, N. B.	Nyk T	.80	†	Dly	
Uyuni, Bolivia	Lgs P	.93	.32	M, W, Sa	.08	"	NykTW	2.03	.25	Dly	.30	St. John, N. F.	Nyk T	.31	†	Dly	
"	Mia P	1.26	.43	T, Th	.20	"	Ph TW	2.04	.25	M	.30	Sydney, N. S.	Nyk T	.58	†	Dly	
"	No P	1.38	.43	T, Th	.20	"	Wa TW	2.06	.25	Dly	.30	Toronto, Ont.	Nyk A	.16	†	Dly	
"	Bro P	1.38	.43	M, W	.20	Scotland via Foyne*	Nyk P	(Rates on Application)			.30	Vancouver, B. C.	Nyk T	.16	†	Dly	
"	Lgs P	1.95	.43	Su, Th	.20	Shediac, N. B.	Nyk P	.51	.17	Su, W, F	.08	"	Ste U	.03	†	Dly	
Vera Cruz, Mexico	Mia P	.57	.32	Dly	.08	Shannon, Eire	BwAO	1.29	.25	T	.30	Windsor, Ont.	Nyk A	.20	†	Dly	
"	No P	.57	.32	Dly	.08	"	BwTW	1.76	.20	Th	.30	"	Cs A	.12	†	Dly	
"	Bro P	.33	.17	Dly	.08	"	CgAO	1.85	.25	M	.30	Winnipeg, Man.	Nyk T	.20	†	Dly	
"	Lgs P	.79	.32	Dly	.08	"	NykAO	1.85	.25	Su, T, W, Th, Sa	.30	"	GINW	.04	†	Dly	
"	Di B	.42	.32	Dly	.08	"	NykP	1.09	.43	M, W, F, Sa	.30	"	Nyk T	.60	†	Dly	
"	Fv B	.42	.32	Dly	.08	"	NykTW	1.78	.25	Dly	.30						
"	Lo B	.28	.17	Dly	.08	"	Ph AO	1.38	.25	M	.30						
"	Sa B	.35	.17	Dly	.08	"	Ph TW	1.79	.25	M	.30						
Victoria, Brasil	Mia P	1.41	.43	Th, Sa	.20	"	WaAO	1.41	.25	W, F	.30						
"	No P	1.90	.43	W, F	.20	"	WaTW	1.81	.25	Dly	.30						
"	Bro P	1.90	.43	T, Th	.20	Stockholm, Sweden	NykAO	1.90	.25	F	.30						
"	Lgs P	2.46	.58	M, W	.20	Wales via Foyne*	Nyk P	(Rates on Application)			.30						
Villahermosa, Mexico	Mia P	.49	.32	Dly	.08												
"	No P	.49	.32	Dly	.08												
"	Bro P	.43	.17	Dly	.08												
"	Lgs P	.90	.32	Dly	.08												

Note: Charges Collect and C. O. D. Services have been resumed to Pan American Airways Airports in the following countries: Canal Zone—Costa Rica—Cuba—Dominican Republic—El Salvador—Guatemala—Haiti—Honduras—Panama Republic—Puerto Rico—Surinam—Trinidad—Venezuela—Virgin Islands; also charges collect (no C. O. D.) service to Nicaragua.

ATLANTIC ROUTES

Amsterdam, Netherlands	NykAO	1.55	.25	T	.30
Bolama, Portuguese	Nyk P	2.66	.43	Fortnightly	.50
Guinea, Africa	Nyk P	.81	.32	Su, W, F	.15
Botwood Newfoundland	NykAO	1.90	.25	F	.30
Copenhagen, Denmark	NykAO	2.36	.43	T	.45
Dakar, Senegal, Africa	Nyk P	1.78	.43	Sa, W, F	.30
Feynes, Eire via Botwood	Nyk P	.37	.17	T, W, F, Sa	.10
Hamilton, Bermuda	Nyk P	3.63	.43	Alt. Su	.90
Leopoldville, Belg. Congo	Nyk P	1.28	.43	T, F	.30
Lisbon, Portugal	BwAO	1.39	.25	T	.30
London, England	CgAO	1.66	.25	M	.30
"	NykAO	1.45	.25	Su, T, W, Th, Sa	.30
"	NykP	1.17	.43	M, W, F, Sa	.30
"	Ph AO	1.48	.25	F	.30
"	Wa AO	1.51	.25	W, F	.30

ALASKA ROUTES

Aniak, Alaska	Ste P	.83	.32	Sa	.08
Bethel	Ste P	.86	.32	Sa	.08
Burwash Landing	Ste P	.55	.32	Dly	.08
Fairbanks	Ste P	.68	.32	Dly	.08
Flat	Ste P	.79	.32	Sa	.08
Galena	Ste P	.77	.32	S, T, Th	.08
Juneau	Ste P	.73	.32	Thrice Dly	.08
Ketchikan	Ste P	.33	.17	Thrice Dly	.08
Lake Minchumina	Ste P	.73	.32	Sa	.08
McGrath	Ste P	.76	.32	Sa	.08
Moses Point	Ste P	.82	.32	Su, T, Th	.08
Nome	Ste P	.85	.32	S, T, Th	.08
Tanacross	Ste P	.63	.32	Dly	.08
Tanana	Ste P	.73	.32	Dly	.08
Whitehorse, Canada	Ste P	.49	.32	Dly	.08

CANADIAN ROUTES

Calgary, Alb.	Nyk T	1.02	†	Dly	.08
Edmonton, Alb.	Nyk T	1.06	†	Dly	.08
Halifax, N. S.	Nyk T	.31	†	Dly	.08
Lethbridge, Alb.	Nyk T	.89	†	Dly	.08
London, Ont.	Nyk T	.22	†	Dly	.08
Moncton, N. B.	BbNE	.08	†	Dly	.08
Montreal, Que.	Nyk C	.12	†	Dly	.08
"	Nyk T	.12	†	Dly	.08
"	Jg NE	.04	†	Dly	.08
North Bay, Ont.	Nyk T	.27	†	Dly	.08

PACIFIC ROUTES

Honolulu, T. H.	St P	.71	.32	Dly	
"	Lgs	.71	.32	Thrice Wkly	

OFF-LINE SERVICE—EUROPE

Destination	Connecting Point and Airline	RATES (See Note)		Depart
		Per Lb.	Min. Charge	
Brussels, Belgium	London P	.12	.52	
Geneva, Switzerland	London P	.31	1.36	
Goteborg, Sweden	London P	.45	2.00	
Paris, France	London P	.15	.64	
"	Shannon TW	.46		
Stockholm, Sweden	London P	.54	2.40	
Zurich, Switzerland	London P	.33	1.44	

Note: Pan American Airways requires the prepayment of all charges, plus a fixed off-line deposit to cover costs of transshipment and reforwarding to final destination of the shipment. This off-line deposit consists of pounds charges from London to final destination of shipment, plus transshipment bonded entry fee in England, and trucking charge to airport of despatch in England. Transshipment bonded entry fee in England is as follows: one package or first package of a lot shipment—\$1.00; each additional package—\$.32; excess valuation charge on shipments valued for carriage in the airwaybill in excess of U.S. \$400, for each additional \$400 (over the first \$400)—\$.32. Trucking charge to airport of despatch in England is \$.02 per pound, with no minimum charge.

SCALE OF RATES COVERING WAR RISKS GENERALLY IN USE IN AMERICAN MARINE INSURANCE MARKETS FOR MAIL AND AIR SHIPMENTS

Schedule Dated April 15, 1946

A—Registered Mail, excluding Registered Air Mail and Air Express:

All securities, including non-negotiables, documents and similar interests—25% of Cargo Rates, with 1 1/2c minimum. Currency including jewelry, precious stones and metals, etc.—100% of Cargo Rates.

B—Registered Air Mail and/or Air Express and/or other shipments by air: Western Hemisphere (excluding shipments between points in Continental United States and/or Canada):

All classes of property

Sendings between points in Western Hemisphere	2 1/2c%	All classes of property	2 1/2c%
U. S. or Canada to or from:		2. Africa, except Egypt	
1. British Isles, Eire, Sweden, Holland, Belgium, France, Portugal, Spain, Italy, Switzerland, Iceland, Greenland	2 1/2c%	3. Arabia, Egypt, Palestine, Syria, Cyprus, Turkey, Greece, Iran, Iraq	5c%
		4. Afghanistan, India, Ceylon	7 1/2c%
		5. Chungking	7 1/2c%
		6. Australasia	2 1/2c%
		7. Philippines	7 1/2c%

C—Ordinary Parcel Post, Government Insured Parcel Post, Registered Post, Ordinary Mail (Excluding Air Mail)

- (A) United States or Canada to from Australasia, Hawaiian and other Pacific Islands—Transpacific Cargo Rate.
- (B) U. S. to from United Kingdom, Eire, Portugal, Spain, Africa, Near East, Far East, Newfoundland, Iceland, Greenland, Bermuda—Cargo Schedule Rate to from New York but with respect to shipments to or from Spain under policies endorsed with the airborne clause, the Lisbon rate will be charged plus an additional charge of 2 1/2¢ because of the possibility that shipments of valuables may go forward to or from interior points by Air.
- (C) U. S. West of Rockies to from Costa Rica, Panama, Panama Canal Zone, Colombia, Ecuador, Peru, Bolivia and Chile—Cargo Schedule Rate for Pacific voyages to from San Francisco.
- (D) U. S. West of Rockies to from Venezuela, Guianas, Brazil, Paraguay, Uruguay, Argentina—Cargo Schedule Rate via Panama to from San Francisco.
- (E) U. S. East of Rockies to from Costa Rica, Panama, Panama Canal Zone, So. America, West Indies (except Bermuda)—Schedule Rate to from U. S. Gulf.
- (F) *U. S. West of Rockies to from Mexico—25% of Schedule Cargo Rate for Pacific voyages to from San Francisco with a minimum of 2 1/2¢.
- *U. S. East of Rockies to from Mexico—25% of Schedule Cargo Rate to from United States Gulf with a minimum of 2 1/2¢.
- (G) U. S. to from British Honduras, Guatemala, Republic of Honduras, El Salvador and Nicaragua—Cargo Schedule Rate for voyages between U. S. Gulf and East Coast Central America.

* Note: Reduced percentage provided assured agrees to pay this percentage on all shipments; otherwise individual shipments on Facultative Basis Cargo Schedule Rate for Pacific voyages to from San Francisco. Cargo Schedule Rate to from United States Gulf. Rates in this Section are not subject to revision, either upward or downward, should be actual route of the shipments become known.

D—Express (Excluding Air Express)—Charge Cargo War Risk Schedule Rates.